NWP
978
W51G

West ✓ 15

THE GOLDEN NORTHWEST.

1878.

PRICE SEVENTY-FIVE CENTS.



THE

GOLDEN NORTHWEST;

A

HISTORICAL, STATISTICAL AND DESCRIPTIVE ACCOUNT

OF

Northern Illinois, Wisconsin, Minnesota, Iowa, Dakota, Montana and Manitoba.

BY

GOLDSMITH B. WEST.

Profusely Illustrated.

CHICAGO:
THE ROLLINS PUBLISHING COMPANY.
1878.

NWp
978
W517g

ARGOSY
#1500



RG 05Y
1500

INDEX.

Algona, Ia 96
American Insurance Co 116
Appleton, Wis 21
Austin, Minn 91
Bangor, Wis 49
Beaver Dam, Wis 17
Benton Harbor, Mich 111
Big Horn Country 102
Bismarck, Da 99
Black Hills 99
Brainerd, Minn 90
Calmar, Ia 94
Canada Southern Railway 114
Clear Lake, Ia 96
Chicago, Ill 103
Chicago & Michigan Lake Shore R. R 108
Chicago, Alton & St. Louis Railway 115
Chicago, Rock Island & Pacific 115
Cresco, Ia 95
Dakota 96
Deadwood, Da 101
Decorah, Ia 94
Delafield, Wis 31
Dells of the Wisconsin 37
Detroit, Minn 90
Duluth, Minn 89
Faribault, Minn 91
Fargo, Da 98
Fond du Lac, Wis 20
Fort Snelling, Minn 69
Fox Lake, Wis 36
Frontenac, Minn 62
Gifford, Wis 31
Grand Trunk Railway 114
Great Western Railway 114
Hartland, Wis 31
Hastings, Minn 64
Hoosac Tunnel Route 112
Horicon Junction 17
Introductory 5
Iowa, Sketch of 93
Janesville, Wis 15
Kilbourn City, Wis 37
La Crosse, Wis 49
Lake Minnetonka, Minn 85
Lake Pepin 57
Lake Shore & Michigan Southern R'y 113
Lakeside, Wis 31
Lime Springs, Ia 95
Madison, Wis 26
Manitoba 96
Manitowoc, Wis 22
McGregor, Ia 93
Mason City, Ia 95
Mauston, Wis 46
Menasha, Wis 21
Michigan Central Railway 113
Middleton, Wis 27
Milton, Wis 25
Milwaukee, Wis 11
Minneapolis, Minn 71
Minnesota, Sketch of 54
Minnehaha Falls, Minn 69
Monroe, Wis 15
Montana 96
Moorhead, Da 98
Nashotah, Wis 31
Neenah, Wis 21
Northfield, Minn 92
Oconomowoc, Wis 32
Oshkosh, Wis 19
Portage City, Wis 35
Prairie du Chien 28
Preface 3
Red Wing, Minn 62
Ripon, Wis 18
Schlesingerville, Wis 16
Sheboygan, Wis 22
Sparta, Wis 47
St. Joseph, Mich 110
St. Paul, Minn 64
Tiffany, H. C. & Co 116
Tomah, Wis 47
Two Rivers, Wis 22
Wabasha, Minn 56
Watertown, Wis 34
Waukesha, Wis 14
Waupun, Wis 16
White Bear Lake, Minn 87
Winona, Minn 56
Winneconne, Wis 19
Wisconsin, Sketch of 8

BERG & McCANN, Printers, 161 La Salle Street, Chicago.

206917

PREFACE.

Notwithstanding all that has been said, sung, and written about the new American Empire in the Golden North-West, that rich and wonderful region is to-day comparatively little understood or appreciated, in a practical way, by the masses of the people, especially in the far eastern states. Even yet the glamour of border romance lingers in every allusion to the older portions of the section, where civilization has almost blotted out the memory of pioneer days, and the honest farmer of New England believes now that the man who raises corn in Minnesota is in constant danger of himself becoming an Indian meal. It is true that the comparatively recent discoveries of precious metals in the still wild districts of Dakota and Montana, the extension of the Northern Pacific R. R., the surprising development of the country along the lines of the Milwaukee and St. Paul road in Wisconsin and Minnesota, and other allied causes, have within a few years done much to spread the knowledge among the people of these states and territories, teeming with resources of every description calculated to excite the acquisitive energy and industry of man. But, after all, the Golden North-West with its rich prairies, its stately forests, its mountains of gold and silver, its mighty rivers and crystal lakes, its vast stock ranges; scenery unequaled in the world for beauty and grandeur; flora and fauna so diversified, extended and abundant as to cover all the wants of our race; its hills, valleys and streams, the paradise of the hunter and the angler, and its railroads, steamers, mills and factories—of all this enough remains unknown to render further and reliable information concerning it of practical value to the civilized world. It is the want of such information that the publishers of the Golden North-West have undertaken to supply.

The growth of that portion of our country, including the adjoining British province of Manitoba, which we have called "The Golden North-West," has been truly miraculous! Of Wisconsin, Iowa, Minnesota, Dakota, and Montana, it may be said that their whole history under civilization is spanned by the recollections of people yet living, while of the newer sections, included in the list, a few, a very few years covers the complete record of their development. Of the states and territories mentioned, only Wisconsin and Iowa appear in the census of 1840, with populations respectively of 30,945, and 43,112, or only 74.057 whites in all this great division of the country. At the next census, 1850, Minnesota was added to the list, with the modest return of 6,077 popula-

tion. Meantime Wisconsin and Iowa had increased to 305,391, and 192,214. Dakota appeared in the census of 1860 with 4,837, its elder sisters showing rapid gains during the previous decade; and finally, in 1870, Montana was added to the list, all of which, taken together with Manitoba, expresses geographically the Golden North-West of our book.

This region according to the census of 1870, had a population of 2,723,172 souls, and to this number a vast multitude has been added during the eight years which have passed since the record was made. Since that time the Black Hills country has been opened to civilization, the Northern Pacific has stretched its iron arm to Bismarck in Dakota, the Yellowstone country has been entered, and the generous soil of Wisconsin's, Minnesota's and Iowa's prairies has been developed through natural increase and immigration. So at this day the figures given in the census of 1870 might be safely doubled, and then in all probability lie within the truth as to the present actual population. In 1850 the estimated value of the real and personal property in the region (two states) was $65,771,233; in 1860 it had increased to $573,304,346 (three states), and in 1870, it had rolled up to the grand sum of $1,669,645,943. What it must aggregate now we do not pretend to calculate, but the reader will conclude for himself that if expressed in figures it would appear startling in its proportions.

The acreage, improved, in 1870, in Wisconsin, Iowa, Minnesota, Dakota and Montana, was 17,745,231, while of unimproved there were 16,437,624 acres, of which 7,322,337 was woodland. The cash value of farms was $793,738,405, of farming implements and machinery, $41,758,116, and the value of farm, orchard, and market garden products, with improvements, for the year was $230,564,917.

As the short period which has elapsed since the above statistics were collected, is really a considerable period in the development of a region that had hitherto made such rapid strides, and which has since increased the rapidity of its growth from year to year, in almost geometrical progression, we have selected the information given in the latest census, as proper to the preface of this book, forming as it will a standard of comparison which will prove of value to the reader, as we proceed to specialize the history, development, and present conditions of the various localities comprised in the Golden North-West.

While fully intending to give this work a thoroughly practical value it does not detract from that object, to attempt the portrayal of the grand and beautiful manifestations of Nature which are to be found in every part of this wonder-land. We say attempt, because the pencil of the greatest artist is weak, when the divine themes of the Creator's handiwork are sought to be transferred to the pages of an unpretentious volume.

Taking it all in all, whatever of legend, of statistics, history and description, the publishers have been able to obtain concerning the great, the Golden North-West, they lay before the public confident that their labor will not be unappreciated.

INTRODUCTORY.

It will not be necessary to refer more than generally, and briefly, to the facts surrounding the earliest introduction of this Golden North-West to the acquaintance of the white man. There is a certain amount of information on this score which is property common to every school child, and the salient points in the careers of LaSalle, Marquette and Joliet, are as well preserved in the popular mind as is the connection between Chistopher Columbus and "the beautiful shore of San Salvador." This book is intended rather to chronicle matters of interest not to be found in the pages of any work hitherto published, than to plough again over the fields of stock information which may indeed be said to have become exhausted by many and able investigators. The author of the Golden North-West trusts to make his labors valuable, as supplementary to the knowledge already possessed concerning his subject, and will therefore take the liberty of passing lightly over such general matters of history, and so forth, as are easily to be acquired by reference to the standard histories of the various states. In cases where such works are not extant, it will be the object of this book to supply the want as far as practicable within the somewhat limited scope of the work.

A good portion of the territory forming our present north-western states began its existence as a part of the modern world nominally under the dominion of that great world-conquering nation, Spain. When De Soto planted the standard of his sovereign upon the shores of the Mississippi in 1541, then seen by Caucasian eye for the first time, he took possession in the name of Spain of all lands watered by the great river and its tributaries. As this action was entirely in accord with prevailing doctrines concerning the right of "discovery," perhaps the heaviest real estate transac-

tion ever attempted in the West was thus nominally consummated. In an old Spanish map of North America, the section now occupied by the states of Illinois and Wisconsin may still be seen figuring as a part of the Spanish possessions.

While their most Catholic majesties held the barren title to this rich region, they do not appear to have ever attempted its exploration, much less settlement; both of which enterprises were left to the French, who, having gained a considerable foothold in Canada, began to push out trading and missionary expeditions to the surrounding country, and who, following the lakes, reached these latitudes some years after the middle of the century succeeding that of De Soto's exploits. On the 6th of July, 1667, La Salle, who had obtained a patent for the exploration of the Ohio river, which was then believed to empty into the Gulf of California, in company with a body of seminarists of the order of St. Sulpice, from Montreal, bent upon the conversion of the western tribes, embarked upon the St. Lawrence and sailed up the river to Lake Ontario. The expedition landed on the banks of the Genesee, where a Jesuit had already established a mission of his order, and sought intelligence as to the object of their search, and guidance. An apparent unfriendliness, perhaps encouraged by the Jesuit, prevented any progress from this point, and the party, later, visited the Iroquois colony at the mouth of the Niagara river.

At this place it was learned that two Frenchmen had arrived at a neighboring village. On meeting these, one of whom was Louis Joliet, afterwards famous as a western explorer, the missionaries obtained a map of portions of the upper lake region, which he had visited in the interest of the Canadian authorities to explore the copper district of Lake Superior. They were also informed that the north-western Indians were in need of spiritual food, and concluded to journey in that direction; while La Salle took another route and reached the Ohio across country. The missionaries, on arriving among the Indians of whom Joliet had advised them, found the French Pere Marquette and his companion Dablon already on the ground. In the following year, La Salle, having explored the Ohio as far as the falls, where Louisville now stands, embarked on Lake Erie, and passed around through the Straits of Mackinaw into Lake Michigan. Reaching the head of navigation, this voyager crossed the country to the Illinois river, which he followed to its confluence with the Mississippi, descending the latter, it is said, to the 36th deg. of latitude.

During the year 1673, the upper Mississippi was first reached by Europeans, Joliet and Marquette achieving the discovery by an expedition through the country from Green Bay. On this trip the site of St. Louis was first visited. Returning to Canada in broken health, Pere Marquette remained until the following year, when he again set out on a missionary enterprise. Passing around the lakes, his party ascended the Chicago river, and here the health of the noble Christian priest was discovered to be in such a condition that his approaching dissolution became apparent.

Reviving somewhat, he was able to make the partage between the Chicago and Des Plaines, and followed the latter to the Illinois, down which the company proceeded to the location of the present town of Utica, and here was witnessed the first "revival of religion" of that great series in the history of the West which culminated in the Moody and Sankey excitement so recently. Desirous of establishing a mission before his death, Pere Marquette labored with burning zeal to convert the aborigines, and on the shores of the river at the place named he gathered together some 500 chiefs, and thousands of warriors, women and children, to whom he unfolded the sublime truths of Christianity and the touching story of the cross and man's redemption. This pioneer of western revivalists died a few days afterward, on the 19th of March, 1675, in the wilderness while endeavoring to reach Mackinaw.

Lingering regretfully over the annals of this early day, we are forced by the inexorable limits of our space to pass the succeeding developments of the North-West with scarcely more than mention. The ambitious undertakings of Count Frontenac, the new Canadian governor, aided by the enterprise of La Salle, now ennobled by the French government, the latter's companions, Tonti, La Motte, Fathers Hennepin, Labourde and Membre—all these we must slight. Nor have we room to follow closely the record of the development of the trade in furs, now beginning to assume importance, increased about this time greatly by the enterprise of La Salle. The intrigues for the monopoly of that trade, too, on the part of English and French interests; although all of great moment, are without the domain of this volume's particular mission, and are already exhaustively treated in other books. Bowing to the strong necessity for condensation, the author leaves the infant Empire of the Golden North-West at the point where the principal factors in the problem of its future development may first be recognized as existing.

On the 22d of January, 1679, the keel of the first lake vessel was laid by Henri Tonti, La Salle's lieutenant, at the mouth of Cayuga creek, on Lake Erie. In August following, La Salle having returned from France, the white-winged sails of "The Griffin" were spread to the breezes, and the commerce of the great lakes had its initiation. In the labors of the missionaries we have seen the establishment of religion in the factories at Mackinaw and other points of trade, and in the launch of "The Griffin" of commerce. It will be our pleasure to note the results achieved by the operation of these forces in later days, and in the various localities of the region whereof we are writing. With these brief remarks upon the dawn of civilization in the Golden North-West, we introduce the most attractive corner of God's footstool to the kind attention of the reader.

CHAPTER I.

SKETCH OF WISCONSIN—MILWAUKEE—WAUKESHA—JANESVILLE—MONROE—SCHLESINGERVILLE—WAUPUN—RIPON—OSHKOSH—FOND DU LAC—GREEN LAKE—MENASHA—SHEBOYGAN—MANITOWOC.

RECENTLY as the fertile, wealthy and populace section now known as the state of Wisconsin, was rescued from the control of its savage nomadic inhabitants, and new as it appears in the light of our European civilisation, there are yet evidences that it has been the seat of an elder civilisation so remote as to make the earliest human annals within our ken seem but the record of yesterday. In common with other portions of our country, there are evidences in this state that, long before the time of the American Indian, a teeming population lived and thrived within its boundaries. One proof in support of this theory, showing as well the great distance in time from our days at which these people existed, is to be found in the mounds—miscalled until within a few years "Indian mounds"—which singular structures may be seen in many parts of the state. The outlines of birds, men and reptiles are yet to be distinguished, often very perfectly, in the conformation of these works.

In the south-western part of Wisconsin, near the Blue Mounds, a mound elevated about six feet above the level of the surrounding prairie, represents the extended figure of a man. It is 120 feet in length, the body 30 feet in width, with a well formed head, and the general contour true enough to nature to astonish us at the skill of its constructors. Turtles, lizards, elephants, and other creatures are represented in these earthworks in different localities; but perhaps the most interesting one of all yet discovered is located near Cassville. This is in the form of a mastodon, and, moreover was found to contain the bones of that long extinct animal. The obvious inference from this startling connection of human art with the fauna of a period generally believed to have been pre-Adamite, is that the Mound Builders of Wisconsin were contemporaneous with the mastodon and other creatures of the geological period in which that gigantic animal flourished. In thus putting in a claim to respectable antiquity for the magnificent Badger State, we have touched upon a subject of great interest to archæologists, to whose careful attention we commend the entire region considered in this book, replete as it is with the evidences of human life and labor hundreds of ages agone.

As to its geological characteristics, Wisconsin does not present any well defined differences from the conditions of its neighbors. Limestone under

lies the southern portion of the state, while primitive rocks, such as granite, slate and sandstone, prevail in the northern part. Chancellor Lathrop gives the elevations of different points in the southern section of Wisconsin, as follows: At Blue Mounds, 1,170; head waters of the Rock river, 816; egress of the same river from the state, 1,280; and the portage between the Fox and Wisconsin rivers, at 223 above the level of Lake Michigan.

The mineral resources of Wisconsin constitute one of its great sources of wealth. Three-fourths of the great lead region extending from Illinois and Iowa, lies in its south-western part, and covers an area of about 2,000 square miles. La Pointe, Chippewa, St. Croix and Iowa counties are rich in copper. Excellent iron ores abound in Dodge county and on the Black river and other branches of the Mississippi, and the valuable ores of the Lake Superior region extend into the state from Michigan in great quantity. Magnetic iron, iron pyrites and geophite ore are among the other metallic products of the region, which is also prolific in fine marbles, gypsum, saltpetre, etc.

Of the beautiful lakes, almost numberless, which have earned for the state the reputation of being the most attractive lacustrine region on the continent, we shall have occasion to write in detail, regarding at least the more notable ones. Without stopping to notice particularly the great inland seas that wash the shores of Wisconsin, a short distance south-east from the centre of the state is situated Lake Winnebago, a fine body of water, 28 miles in length and 10 miles wide. It communicates with Lake Michigan through the Fox or Neenah river and Green Bay. In common with all the lakes of the locality, Winnebago has the clear water, picturesque shores and islets, and lies under the bright blue skies and in the diamond sunlight found nowhere in such perfection as in the Golden North-West.

"The rivers which traverse the interior, for the most part, flow generally in a south-west direction, discharging their waters into the Mississippi. The latter river bounds Wisconsin on the south-west for more than two hundred miles. Commencing on this line at the south, we have, in their order, the Wisconsin, Bad Axe, Black, and Chippewa rivers. Of these the largest is the Wisconsin, which flows nearly directly south for over 200 miles, and then west about a hundred miles, into the Mississippi. It is navigable for steamboats for nearly 200 miles. The Chippewa is about 200, and the Black about 150 miles long. The Fox river, or Neenah, is the outlet of Winnebago Lake, and connects it with Green Bay. The Wolf river, from the north, is the main supply to this lake. The Menomonee emptying into Green Bay, and the Montreal into Lake Superior, are very serviceable streams for manufacturing purposes. These rivers form part of the north-east boundary of Wisconsin."[1] Navigation is difficult on most of these rivers. Steamboats ascend on the Wisconsin to where it

1 Hist. of Wisconsin.

approaches a tributary of Lake Winnebago, at which point are rapids. Around these a canal, soon to be opened, will afford unbroken navigation from the sea to the Mississippi. "The Rock river is sometimes, at high water, ascended by boats to within the limits of Wisconsin. The Bad Axe, Black, Chippewa and St. Croix are important channels for floating timber to market from the pine regions in the north-west of the state. The rivers flowing into Lake Superior are small; and though unfavorable for commerce, their rapid courses make them favorable for mill-sites."[1]

Reference has been made, in the preface to this book, to the rapid growth of our north-western states and territories, and in no part of the region has the march of civilisation resulted in greater triumphs to the energy and industry of our race than in the state of Wisconsin. It is to be regretted that we must go back to the beginning of the present decade for figures with which to illustrate the wealth and prosperity of this busy, pushing people; but there are not any reliable statistics to go by, that we are aware of, of later date than those contained in the report of the U. S. census for 1870. Could the whole truth of Wisconsin's material growth up to the present time be laid before us, it is not to be doubted that our pride in the development of the North-West would be largely and excusably increased. In 1870 the state had a population of 1,054,670, of which 1,051,351 were white, 2,113 of African extraction, and 1,206 Indians. The latter figure illustrates the extent to which, eight years ago, the red man had been squeezed out of the domain he held, practically undisputed, within the present century. At the present time the number of Indians is known to be considerably less than that given above. Of the total population given, 690,171 were native born; a flattering commentary upon the patriotic efforts of the young commonwealth.

In 1870 the total acreage of improved land amounted to 5,899,343. There was wood land 3,437,442 acres, and other unimproved land to the extent of 2,378,536 acres. The total cash value of farms was placed at $300,414,064, and of farming implements and machinery $14,239,364. The value of all farm productions for the year, including enhanced values and additions to stock, aggregated $78,027,032. Orchards produced $819,268, market gardens $226,665, and forests $1,327,618. The value of animals slaughtered and sold for slaughter was $11,914,643, and the total valuation of all live stock $45,310,882. There were within the state 252,019 horses, 308,377 milch cows, 53,615 working oxen, 1,069,282 sheep, 512,788 swine, besides many other kinds of domestic animals in great number. During the census year, Wisconsin produced 24,375,475 bushels of spring and 1,230,909 of winter wheat; 15,033,998 bushels of Indian corn; 960,813 pounds of tobacco, 4,090,670 of wool, 1,591,798 of cheese, and 4,630,155 of hops. Milk was sold to the amount of 2,059,105 gallons, and many other and important agricultural products might be mentioned. The manufacturing industries of the state produced results, for the year 1870, value

1 Hist. of Wisconsin.

at $77,214,326. There were 7,013 establishments of all kinds, employing 43,910 hands, to whom was paid in wages the sum of $13,575,642, and the value of raw material used was placed at $45,851,266.

We have spoken of the early settlement of the North-West commencing from the north-eastern part of Wisconsin, in our Introduction. From the first attempts at white civilisation, the history of the region was merely the history of the posts of Green Bay and Prairie du Chien, until after the surrender of the former, with the control of the state, to the United States by the British in 1796. That portion of the history of Wisconsin properly coming within the scope of this work, will be found in the papers following upon the salient points of interest in the state.

THE METROPOLIS OF WISCONSIN.

The site of the present important commercial and manufacturing city of Milwaukee was probably first visited by the white man in the person of Pere Marquette, who is believed to have stopped there *en route* from Green Bay to Chicago, in October, 1674. Two years later another missionary, Pere Claude Albouez, visited the place. With the exception of a short stay made in the locality by Jean Buisson de St. Comes, who was storm bound there in 1699, nobody seems to have touched at Milwaukee, for anything we know to the contrary, until 1762, when Lieutenant Gorrell, of the British American service, stopped there for a short time. In 1775 Alexander Laframbois came from Mackinaw and established himself as a trader, remaining six years, at the end of which time he returned and was succeeded by his brother. Not long after the latter was killed by the Winnebagoes, on the Rock river. In 1795 Jacques Vieux and Jean Baptiste Mirandeau moved in from Green Bay, reviving the trading business left vacant by the death of Laframbois. At about the beginning of the present century, probably from 1805-1806 to 1810-1812, Jean Baptiste Beaubien, an agent for Mr. John Kinzie, of Chicago, had a trading post at the foot of Chestnut street. The permanent white settlement of Milwaukee began in 1818, in which year Solomon Juneau located and engaged in trade with the Indians. Nothing further was done worthy of mention in the way of development until 1833, when a number of Chicago settlers came, anticipating the withdrawal of the aborigines, which according to the Treaty of Chicago was to take place in 1836.

Should the reader look upon the building recently erected by the Hon. Alexander Mitchell, president of the Chicago, Milwaukee and St. Paul R. R., at the south-east corner of East Water and Michigan streets, and try to carry his mind back a matter of fifty odd years, to the time when Juneau built his modest frame house on the same lot, he might be able to conceive something of the wonderful progress made by the town during the years that have elapsed between the building of these two representative structures. What would the pioneer of Milwaukee have thought if he could have seen with the eye of prophecy that noble pile, the most magnificent and costly

business edifice in America, rearing its massive front in the midst of a great commercial city, where at the time were but a few humble log huts and frame shanties?

The first town election was held in the year 1835, 39 votes being cast and the following officers elected: Supervisor, Geo. H. Walker; Town Clerk, Horace Chase; Assessors, James Sanderson, Albert Fowler and Enoch Chase; Commissioners of Roads, Benoni W. Finch and Solomon Juneau; Constable, Sciota Evans; School Inspectors, Enoch Chase and Wm. Clark; Path Masters, Enoch Darling, Baizillar Douglass and U. B. Smith; Fence Viewers, Paul Burdick, U. B. Smith and G. H. Walker; Pound Master, Enoch Chase. So small was the population at this time that, as will be seen from the "slate," there were more than enough offices to go around. It is satisfactory to know that this excess in the supply of positions of honor, trust, and emolument, was not experienced by the good citizens of Milwaukee for any alarming length of time, nor has it ever returned to annoy them. At the present date it may be said, in fact, that offices in that princely young city are sought for by patriotic inhabitants to an extent which precludes the necessity of giving three or four to a single man, as was necessarily done in the initial campaign of '35.

The first sale of lots occurred in November, 1835, and by the beginning of 1836 the new village had entered upon a season of speculation and rapid growth known only in the history of our frontier towns. Of this prosperous era, Mr. J. S. Buck writes in his excellent Pioneer History of Milwaukee: "Stocks of goods would be sold out in many instances before they were fairly opened, and at an enormous profit. Every one was sure his fortune was made, and a stiffer necked people, as far as prospective wealth was concerned, could not be found in America. Nothing like it was ever seen before: no western city ever had such a birth. People were dazed at the rapidity of its growth; all felt good. * * * Some sixty buildings were erected, many of them of goodly dimensions. Streets were graded, fences established; officers of the law appointed; medical and agricultural societies formed; a court house and jail erected; and all in five short months."

The year 1836 was notable as witnessing the erection of a territorial government in Wisconsin, and the following officers were appointed to administer it: Governor, Henry Dodge; Secretary, J. S. Horner; Chief Justice, Charles Dunn; Associate Justices, Wm. C. Frazier and David Irwin; Attorney General, W. W. Chapman; Marshal, Franklin Gehon. The first sheriff of Milwaukee county, Henry M. Hubbard, was commissioned by Governor Dodge, August 2, 1836. At this time the population of the county amounted, according to a territorial census, to 2,893.

Considering the enterprising character of the early settlers of Milwaukee, it is not surprising that even at this period, co-incident with the fancy of railroad projects in America, they should have set their heart upon the possession of an iron highway to connect the great lakes with the

Mississippi. Byron Kilbourn, who will be remembered to the end of our national life as the father of Wisconsin's splendid railroad system, visited Milwaukee on a surveying tour in 1834, and settled there in the following year. In connection with his career as a railroad operator, we find him first mentioned as secretary of a meeting held in Milwaukee, September 22, 1836, for the purpose of petitioning the territorial legislature to charter a company for the construction of a railway from Milwaukee to the Mississippi, by way of Mineral Point. The project conceived at this meeting was not carried out until 1849, when the Milwaukee and Mississippi railroad was started, but from the time the idea was first broached Byron Kilbourn and a few associates never lost sight of the advantages to the section to be reaped by means of railroads, and his and their efforts were thenceforth unceasing until the present system, which is a proud monument to the enterprise, industry, perseverence, statesmanship and patience of its promoters, was completed in the construction of the Chicago, Milwaukee and St. Paul railroad, the most important line in the state, and one of the greatest and most prosperous in the world. This corporation controls 1,453 miles of railroad, and gridirons the commonwealth, extending as well to the neighboring states of Illinois and Minnesota.

To the tourist the early history of a place like Milwaukee must be of interest, and to the settler it is also valuable, as illustrating the results produced by hard work and enterprise, seen to-day. We have for these reasons rather leaned toward the pioneer epoch in the city's history, since from the chrysalis of that early day burst forth the powerful state of the present. Before leaving Milwaukee we will note a point or two in connection with its geographical position, population, facilities, and so forth. Milwaukee lies on the western shore of Lake Michigan, at the mouth of the Milwaukee river. From a northerly direction the river flows toward the city nearly parallel with the shore of the lake. The Menomonee river flowing from the west forms a confluence with it about half a mile from the outlet. Navigation for large vessels extends for a distance of about two miles up these rivers. The population of the city has been recently estimated by competent authority at 125,000 souls. The commercial and manufacturing section of Milwaukee occupies both sides of the river for two miles. Here are the stately warehouses into whose great depths are



THE NEWHALL HOUSE.

poured the agricultural wealth of the Golden North-West. As to sanitar advantages, Milwaukee enjoys a reputation unexcelled by any of the Amer ican metropoli. Its drainage is perfect, climate equable although moderatel cold in winter, and in every respect it justifies the appropriate title be stowed upon it by the savage poets of the race that left its neighborhoo so sadly and reluctantly but a few years ago—"The Place of the Beautiful. To the traveler who may desire to visit Milwaukee comfortably, we sugge in conclusion that the Newhall House, the principal hotel in the city presents every attraction in the way of central location, comfort, luxury, an moderate charges, and should be patronised in preference to any other.

A GREAT NORTHWESTERN SPA.

The beautiful town of Waukesha, Wis., which has of late years becom so celebrated for the curative powers of the waters of its numerous min eral springs, is the county seat of Waukesha county, Wisconsin; charm ingly situated on the Fox river. It is distant from Chicago 105 miles, an from Milwaukee 20 miles, and is reached by the Chicago, Milwaukee an St. Paul R. R., the Prairie du Chien branch of which road runs throug the town. Since the accidental discovery, in 1868, of the medicinal qual ties of its springs, Waukesha has grown rapidly in wealth, population, an popularity as a summer resort. Crowds of invalids and pleasure seeker visit the locality every summe and a more fashionable waterin place than Waukesha has grow to be would be difficult to fi anywhere in the country. Th hotel accommodations of Wauke sha are excellent. The Mansio House, conveniently and centrall located as to the springs, depo drives, and so forth, is the leadin hotel, and was built about s years ago, with especial refere to the new wants of the plac It is surrounded by a grove of fine shade trees, and possesses extensiv pleasure grounds, laid out in correct taste. In addition to the Mansio House, there are several respectable and comfortable hotels which prosp upon the overflow of the former.



THE MANSION HOUSE.

Nature never endowed a place with more numerous or appreciable ad vantages as a sanitarium than she has the locality of Waukesha. Th climate of the section, southern Wisconsin, is, to begin with, salubrious i the extreme, the natural situation of the site is remarkably picturesqu and inviting, and to crown all, the advantages offered by the waters; a these together combine to render the place certain of becoming one of th leading "Spas" of the world.

As to sanitar
any of the Amer
ough moderate
opriate title be
its neighborhoo
f the Beautiful.
ably, we sugge
otel in the city
nfort, luxury, an
to any other.

ate years becom
numerous mi
sconsin; charm
go 105 miles, an
Milwaukee an
ad runs throug
medicinal qual
n, population, an
pleasure seeker
y every summe
ionable waterin
kesha has grow
difficult to fi
he country. Th
lations of Wauk
t. The Mansio
ntly and central
he springs, depo
rth, is the leadi
built about s
especial referen
nts of the plac
ssesses extensiv
to the Mansio
tels which prospe

appreciable ad
Waukesha. Th
vith, salubrious
kably picturesqu
y the waters; a
oming one of th

The resident population of Waukesha is about 4,000, this number being of course largely increased during the season. It has considerable commercial and agricultural importance of a local character, but its principal source of prosperity lies in its marvelous springs. Of these there are several more or less favored by people who have found relief from the complaints for which they may almost be said to be severally specifics. The Bethesda spring, the earliest discovered, formerly enjoyed the greatest popularity, but others have since been found to dispute the honors with it, and since the Glenn spring was formed by opening a new outlet to the Bethesda stream, the qualities of the Bethesda are said to have deteriorated and the flow greatly diminished. At present the Glenn is the favorite with visitors to the springs, and its healing waters are shipped in barrels, in immense quantities, all over the civilised world. The Glenn mineral spring water is efficacious in the following diseases: Diabetes, Bright's disease, dyspepsia, torpid liver, albuminuria, dropsy, indigestion, inflammation of the bladder and kidneys, calculus or stone in the bladder, female weakness, gout, rheumatism, paralysis, and many other diseases.

JANESVILLE AND MONROE, WIS.

Leaving the immediate neighborhood of the state metropolis, it is impossible to travel in any direction without finding points of more than ordinary interest, whether viewed with the eye of the merchant, manufacturer, settler, or tourist. One of the many thriving and attractively located cities for which Wisconsin is noted, is Janesville, situated on both sides of the Rock river, and occupying portions of the townships of Harmony, Rock, Janesville, and LaPrairie. The white settlement of Janesville began in 1833, in which year a family named Holmes built the first house—a log cabin—on the west side of the river, opposite the Big Rock, then a prominent feature in the scenery of the valley, and which gave to the crossing at that point the name of Big Rock Ford. Holmes, during the same year, laid out a town which he called Rockport, covering the ground now constituting the fourth ward of the present city. A number of pioneers settled on the east side of the river in 1836, among them Henry Janes, who erected a tavern, where a large business block now stands. The city is called Janesville after this early resident. In 1837 it was made the county seat of Rock county, and the present court house, built upon the bluff overlooking the city, is regarded as one of the finest public buildings in the state. It was erected at a cost of $112,000. The population of Janesville is about 9,000, and its industries, principally milling and manufacturing, give ample employment to both the capital and labor of the city. The river furnishes one of the finest water powers in the West, and its shores are lined with establishments for the manufacture of various products. The flour made at this place has achieved an enviable reputation in the markets of the world, and success has also attended the enterprise of its citizens in the manufacture of woolen and cotton goods and agricultural

implements. The country surrounding Janesville is well adapted to the growth of the leading cereals, especially wheat. As the Rock river is no navigable to any considerable extent, the commerce of the town is carried on by means of its railroad communications, which are ample. The Janesville and Monroe branch of the Chicago, Milwaukee and St. Paul road is the principal outlet for trade, and a branch of the C. & N. W. road crosses the former at this point, opening connection for the city with every important point in the land, and bringing it directly to the doors of its principal markets, Chicago and Milwaukee, from the latter of which it is only 7 miles distant. A pleasant place to visit or for permanent residence at all times, in the summer and autumn Janesville is as attractive a town as nature and art, backed by large material prosperity, could well make it. The climate is equable, and but very little sickness is known in the vicinity.

Another very prosperous, finely located and attractive locality, on the same branch of the C. M. & S. P. with Janesville (and its present terminus) is the town of Monroe, with a population of about 4,000. It is distant from Milwaukee 105 miles. It is probable that the railroad will be extended before long to the Mississippi, where it will strike the river at Dunleith, Ill., opposite Dubuque, Ia. Monroe is situated in an agricultural district noted for its richness, and is rapidly gaining as a centre for the large trade of the surrounding region.

SCHLESINGERVILLE, WIS.

It is necessary to retrace our steps, and commence again at Milwaukee. Journeying northward, the traveler might spend many weeks in visiting the numerous places of resort affected variously by the sportsman, angler or summer-day idler. Probably the first point on the line which would arrest the attention of the tourist, would be the village of Schlesingerville, Washington county, 30 miles north of Milwaukee, about 115 miles from Chicago, and 330 from St. Paul. It is reached by the Chicago, Milwaukee and St. Paul R. R., through its Ripon, Oshkosh and Berlin division. The vicinity of Schlesingerville shows traces of having been a favorite resort of the Indians in remote days, as indeed it was within the memory of early settlers yet living, the reason being found in the excellent shooting and fishing of the locality. Cedar Lake, a beautiful sheet of water and one of the prettiest in the extended system of lakes of the state, is only three miles from the village. It has a local reputation for its bass fishing, and of late years has been largely patronised by parties from the South. The country about is rolling, fertile, and well timbered, and the sanitary conditions are all that could be desired. In the village, manufacturing is carried on in a limited way. Accommodations for travelers are said to be adequate.

WAUPUN, WIS.

Waupun, in Dodge county, notable principally as being the seat of the Wisconsin State Prison, is a town of 2,500 inhabitants, on the Rock river. It is distant from Chicago 156, from Milwaukee 68, and fr

St. Paul 299 miles. The leading object of interest is the state prison, two miles from the station, which is reached by stages running regularly. The prison building is a fine structure, and is generally considered to be one of the most complete and perfectly appointed penological institutions in the United States. A rich grain and stock country surrounds the town. Waupun was first settled by whites in the year 1856, and has progressed rapidly in wealth and industry to the present time. The principal local manufacture is carried on in the prison, where 350 convicts are employed under contract with a leading Chicago boot and shoe house, turning out products estimated in value at $1,000,000 annually. There is an establishment of some extent in the town for the manufacture of wind-mills. Ample means of communication are had with the outside world through the Chicago, Milwaukee and St. Paul R. R. system. Green Lake and Lake Emily, within easy distance of the place, furnish excellent resorts for pleasure and good fishing, and are largely visited from Waupun.

HORICON JUNCTION.

At the southern end of Horicon Lake this station is situated, on the C. M. & S. P. R. R., fifty-four miles from Milwaukee. Near the Junction a large dam was erected many years ago, and the back-water resulting from this obstruction flooded the country for miles around. Deprived of their old highway to other waters, the fish in Horicon lake increased in number until the water was literally alive with them. The neighboring farmers used to back their wagons into the current, when the boxes would at once become filled with fish; a little energy on the part of the drivers enabled them to get on land with a load of their finny prey, and the victims were at once devoted to the fertilisation of the land. Later, when the dam was removed, the subsidence of the water left a vast extent of marsh, which very soon became the breeding ground of myriads of wild fowl. The old popularity of the place as a fishing ground gave place to equal favor with the lovers of field sport. Here the sportsman may find all the varieties of the wild duck, besides brant, geese, and swan. Large parties visit this locality every season for the hunting and fishing, and every facility is found on the spot for the full enjoyment of a visit. Comfortable accommodations and good boats are to be obtained without difficulty.

BEAVER DAM.

Beaver dam, a manufacturing town, and popular summer resort, is located on Beaver Dam River, an outlet of Beaver lake. The lake is eight miles in length, by a about two wide, its trend being northwest and southeast. The town possesses a valuable water power, which supplies the many manufacturing establishments along the river. There are six flouring mills, a large agricultural implement factory, two extensive woolen mills, and several other enterprises of lesser dimensions. The soil of the neighboring country is rich and fertile, and a prosperous grain growing and

dairy section finds a good market at Beaver Dam, whence the crops ar shipped to Milwaukee or Chicago, the latter point being only 149 miles di tant. The means of communication with all parts of the country are am ple, as the Chicago, Milwaukee and St. Paul R. R. system touches thi point, offering a highway in every direction through its numerous radiatin branches and connections. Beaver lake is well stocked with game fish, th pickerel being especially notable for their immense size and superior flavo Last spring the state fish commission planted 140,000 young Mackina trout in its waters, which in a few years will arrive at sufficient maturit to delight the angler and adorn his camp larder.

RIPON.

A number of natural beauties, combining with advantages of situ tion and historical associations of no little interest, render the litt city of Ripon, Wisconsin, a point of more than ordinary attraction, ev among the many interesting places in this favored state. The city is si uated in the western part of Fond du Lac county, 83 miles from Milwa kee, at the point where the Chicago, Milwaukee and St. Paul road diverg to Oshkosh, the crossing of the Sheboygan and Fond du Lac R. R. the latter line, six miles west of Ripon, is Green Lake station, on the la of the same name, long celebrated among the disciples of Izaak Walt for its magnificent fishing, and popular with the sportsmen of the count as well for the excellent duck and other shooting its neighborhood affor in season. The lake is irregular in form, and is about fifteen miles length, with an average width of three miles. Facilities for reaching th inviting spot from Ripon, are ample, by stage or by the trains over t Sheboygan and Fond du Lac road.

Ripon was incorporated a city in 1838, and has at the present time population of about 4,000. A considerable manufacturing interest h sprung up and the local industries are in a thriving condition. There a flouring mills, wind mills, saw mills, carriage works, and a large pick factory in successful operation. The Ripon college, the result of loc enterprise on the part of Captain Mapes and other pioneers of the plac is located here, and is a flourishing and popular educational institutio The locality of Ripon will ever prove interesting to the student of sociolog inasmuch as it was at this spot that one of the most earnest and compr hensive, and for a time successful, efforts in history was made to establi a social community in accordance with the theories of Fourier and oth philosophers of that ilk. Harmony Colony was established in 1834 or 183 and prospered so well that within a couple of years it had over three hu dred and fifty members. The families possessed everything in commo and their united efforts in the field of agriculture soon gave the communi an accumulation of property regarded in those days as considerable. T people were frugal, industrious, temperate, law-abiding and religious, a so long as their position remained isolated they got on very well togeth

But after a few years other and non-socialist pioneers began to encroach upon the adjacent lands, discords appeared within the circle of the community; a few "advanced" members endeavored to graft upon the system the then novel idea of free love, and, in short, contact with the older forms of society without, and with new and demoralising influences within, so affected the peace and prosperity of Harmony Colony that it was decided to divide the common stock, and this was accomplished peaceably and equitably, we believe, in 1837. The experiment at Ripon, like Robert Dale Owen's in Indiana, and Brook Farm in New England, was short lived; it could not stand against the immense pressure of personality in American life and enterprise.

WINNECONNE.

This pleasant town is in Winnebago county, fourteen miles north-west from Oshkosh, where it is situated on Wolf river, near the mouth of Fox river at the outlet of Poygan lake. The northern terminus of the Milwaukee and Winneconne line of the C. M. & S. P. railway touches this point. Winneconne has a population of nearly 3,000, and is a thriving town in the midst of a prosperous lumber and agricultural district. The place was settled in 1844, and has enjoyed a steady growth. The industrial interests of Winneconne are principally in the direction of lumber manufacture, and there are a number of wealthy firms engaged in this line of business. The facilities for sport and pleasure possessed by this town are unsurpassed. Poygan lake is rapidly becoming one of the greatest favorites among all the lakes, for hunting and fishing; it contains an area of 70 miles, being about twelve miles in length and an average of four and a half miles wide. Its shores and bays abound with snipe, plover, wood-cock, ducks and prairie chickens, while its waters teem with game fish of many descriptions; among these, bass, sturgeon, pickerel and pike may be mentioned. In addition to its railway connections, this place has water communication with Oshkosh and New London, via the Wolf river line of transports, and to Berlin by way of Fox river steamboats. A fair hotel, capable of accomodating a moderate number of guests, is maintained at Winneconne.

OSHKOSH.

The city of Oshkosh, the county seat of Winnebago county, is a fine town of 15,000 inhabitants, situated on both shores of Wolf river, at the point where it empties into Lake Winnebago. It is the northern terminus of the Oshkosh and Milwaukee line of the Chicago, Milwaukee and St. Paul R. R., and has water communication by vessel to Wolf river points. Lake Winnebago is noted as being the largest lake in the state, as well as for the extreme beauty of its surroundings. It has an area of about 212 miles. Its greatest length, which is north and south, is about twenty-eight miles, and its width from ten to eleven miles. On the eastern shore a singular formation skirts the lake for fifteen miles. It consists of a wall

of stone piled about five feet high, and so regularly that it appears to be o artificial construction; but it is doubtless due to the action of ice throug long periods of time. This lake lies within the boundaries of Winnebago Calumet and Fond du Lac counties. It lies at an elevation of 160 fe above the level of Lake Michigan. The depth of the water is varying an in places quite shallow, but in general it is sufficient for purposes of navi gation. Fox river forms an outlet for the ship canal connecting the Fo and Wisconsin rivers. Oshkosh owes its commercial and industrial im portance to the lumber trade of Northern Wisconsin, for which it wa formerly the great mart. A number of saw mills and the manufacturin establishments employ a considerable amount of capital and a large num ber of hands. Considering the natural advantages possessed by this city it seems evident that it is destined to become an important commercia point. Its commerce extends far north to the limits of the state, whenc the supply of lumber is drawn, and it is favored in having exceptional ad vantages of railroad communication, as well as vessel navigation to th great lakes unobstructed. Oshkosh has been twice destroyed by fire, i 1859 and in 1874, and each time within a year the city was rebuilt in bette shape than ever. Since the last great conflagration, stringent ordinanc have been adopted restricting the erection of frame buildings, and as th town is nearly fire proof and has an ample and convenient supply of wate it is not likely that disasters of this kind are to be again suffered. Th shores of the lake, within a few minutes' walk of the business district, a lined with the villas of the wealthier citizens. Vessels of all kinds ply u and down, while pleasure yachts, both steam and sail, dance over th crystal deep. There is not a place in the world that can lay claim t greater adaptability to the needs of a great summer resort, than can th city of Oshkosh.

FOND DU LAC.

The city of Fond du Lac, 176 miles from Chicago, lies at the southe extremity of Lake Winnebago. It has a population of 18,000, and is place of considerable commercial and industrial importance. The prin pal manufactures are agricultural implements, wagons, paper, and lumb products. There is a fine high school building, twenty church edifices, costly and handsome post office, and many other public buildings of arch tectural pretensions. Several good hotels accommodate the traveling pu lic. The city proper is located on the banks of the upper Fox river, a about a mile from the lake. A peculiarity of Fond du Lac is the numb of artesian wells that it contains; over three hundred of these supply t citizens with the purest water imaginable, drawn from depths of six to four hundred feet. The advantages of the place as a summer resort a many. The climate of the region in summer is nearly perfect. The cle atmosphere is impregnated with the balsamic odors of the pine fore growing in every direction about it. A mineral spring called the Founta

has long been celebrated for its medicinal qualities, which are highly tonic. In addition to the beauties of Winnebago, Elkhart Lake on the east, and Green Lake on the west, afford great attractions to the visitor. A fine fleet of yachts on Lake Winnebago annually engage in a number of regattas, races, and so on, and in fact everything is to be found at Fond du Lac calculated to make a summer holiday pleasant and recreative.

MENASHA.

Menasha is a picturesque town which is situated at the foot of Lake Winnebago, where it finds its outlet through Fox river. The charming little body of water known as Lake Butte des Morts, just south-west, washes the confines of the place. Between the beauties and advantages of these lakes and the river, the visitor has opportunities of the best sort to indulge his taste for fishing, hunting, boating or sailing, to his heart's content. The accomodations furnished by the National Hotel are all that could be desired. This house has long enjoyed a well deserved reputation for the excellence of its *cuisine*, and for the perfect preparations it makes every year for the comfort of summer boarders and tourists. Boats of all kinds, bait, tackle, and guides, are furnished at reasonable rates, and vehicles of all kinds are to be found at the stables of the hotel, for the convenience of sportsmen and the many guests who yearly enjoy the beautiful drives of the locality. Menasha is largely patronised by visitors from the western and southern states.



NATIONAL HOTEL, MENASHA.

NEENAH AND APPLETON.

Besides the attractions which this retired but busy and prosperous mill town of Neenah offers to tourists, it is a spot much visited by people summering at Menasha, only a few miles distant, and at other watering places in the vicinity. It is located on the Fox river, and its beautiful surroundings recommend the locality to the lover of nature. No pleasanter place could be found for families of moderate means to spend their vacation. At the point on the Lower Fox river, where the rapid descent of the waters forms the rapids known as the "Grand Chute," stands the city of Appleton. It occupies a nearly central position between Lake Winnebago and Green Bay, in a district noted for its fertility and beauty of scenery; in fact the Fox river valley, whether regarded practically or esthetically, is a most favored region. The country immediately about Appleton presents a diversified surface, at once agreeable to the eye and favorable to the productive needs of the inhabitants. The Tellulah springs, with curative

powers said to be similar to those possessed by the famous springs of Wau kesha, are located at the eastern end of the town. Game and fish abound and every convenience necessary to the enjoyment of life in town or coun try, is obtainable. Appleton is t' e seat of Lawrence University, an insti tution of learning patronised extensively by the people of the state. Acces to ' is lovely retreat is gained by the Milwaukee and Wisconsin Lake Shor Railroad.

SHEBOYGAN.

One of the most accessible and at the same time popular and fashiona ble watering places on the great lakes, is the port of Sheboygan, on Lak Michigan, at the mouth of the Sheboygan river. For those who enjoy long sea trip, the steamers from Chicago and Milwaukee afford an agreea ble way of reaching the place. By far the greater number of visitors however, prefer the journey by rail, which is more rapid and quite as easy The Chicago, Milwaukee and St. Paul Railroad connects at Ripon with th Sheboygan and Fond du Lac line, over which roads the bulk of the trave to Sheboygan passes. The town itself is a growing and prosperous com munity, having a population of about 7,000, and is largely engaged in th fishing business, in which enterprise a number of sailing vessels and steam yachts are employed. Between the lake and the river unequalled opportu nities for the pursuit of aquatic sports are enjoyed. The bosom of Mich gan about this locality is seldom so ruffled by storms in the summer as t render yachting dangerous, and this pastime is much followed by the peo ple of the place as well as visitors. Boating and fishing are also favorit recreations, and the excellent hotels of the town supply the means of com fortable residence while all the above advantages are being indulged i Sheboygan is the county seat of the county of the same name, is the mai ket and entrepot for a considerable section of country adjacent, and alt gether a place of local importance. It has many churches, a court hous schools, and other public buildings. The recent discovery of a fine miner al spring, claimed to equal in healing qualities, as it is said to resemble, th Congress spring, of Saratoga, has added materially to the other advan ages of the town as a resort. The waters of this spring are free to all. is situated in the middle of the public park. Sheboygan Falls, a pret village, five miles up the river, is a favorite objective point for a driv There are other pleasant drives in the neighborhood, and nothing is wan ing to give the port every qualification to rank some day as the New port of Wisconsin.

MANITOWOC AND TWO RIVERS.

The former of these towns, on the Milwaukee, Lake Shore and Weste railroad, is a progressive and prosperous lake port, boasting a populatio of 5,000. It has many important manufactures and a considerable lake an inland commerce, all of which interests are being rapidly develope Steamers ply between, Manitowoc, Milwaukee and Chicago, and both h

rail and water, numbers of Summer tourists visit the town annually. The hotel accommodations are above criticism, and everything else calculated to attract visitors in the way of sport, fishing, bathing, scenery, boating and yachting are to found for the seeking.

Two Rivers, another enterprising Wisconsin town, is situated on Lake Michigan, a few miles above Manitowoc. It is connected with the latter by rail, and in Summer by steamers on the lake. The population numbers about 3,000 and is increasing with noticeable celerity, since the many advantages of the locality are beginning to be appreciated. To the pleasure seeker it offers the same attractions as does its sister town, and there is little difference either as to the quality or quantity.



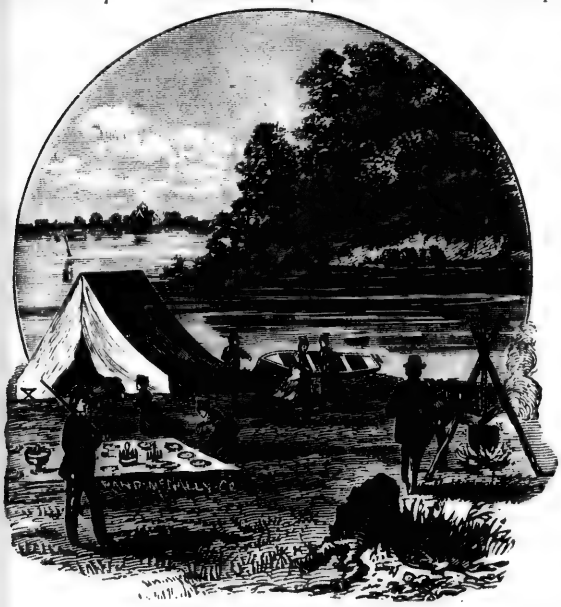
RESIDENCE OF D. D. FRENCH, LAKE DELLS, NEAR MILWAUKEE.

CHAPTER II.

PEWAUKEE—MILTON—MADISON—MIDDLETON—PRAIRIE DU CHIEN—LAKESIDE HARTLAND—NASHOTAH—DELAFIELD—GIFFORD—OCONOMOWOC—WATERTOWN—COLUMBUS—PORTAGE—FOX LAKE—KILBOURN CITY AND DELLS OF THE WISCONSIN—MAUSTON—TOMAH—SPARTA—BANGOR—LA CROSSE.

NEAR the geographical centre of Waukesha county, and at a point d tant from Chicago about 104 miles, one of the most beautiful and a mired localities in the Golden North-West may be found. The town of l waukee, situated at the eastern extremity of Pewaukee lake, is the point which we may reach a retired, delightful resort, that has become so wid known within a few years as to be familiar to almost every angler, spor man and summer tourist in the West. The county in which this town a lake are located is noted for the number and beauty of its lakes, of whi there are forty-one, as well as for their popularity. None, however, amo them all excel, if indeed any equal, the charming features of Pewauk enhanced by the material comforts the visitor is enabled to enjoy throu the ease with which access is possible to every point of interest. T country surrounding is a fertile farming district, which is thickly populat by an intelligent and wealthy class of agriculturists. It was first sett in 1837, but did not make any very great progress until a comparativ few years ago, when its advantages as a summer resort began to be app ciated. Since that time it has steadily advanced in population and pr perity.

While other resorts boast the size and magnificence of their hotels, Pewaukee is *par excellence* the paradise of the camping party. During the warm months, hundreds of families and parties of sportsmen may be encountered "gypsying" in their snowy tents about the shores of this beautiful lake. If one longs for a taste of out-door life, and the freedom from conventionality it allows, all that is necessary is to procure a tent and camp kit and go to Pewaukee. Even the boat necessary to enjoyment of the splendid fishing may be carried, like a small valise, in the hand. The "Audubon" folding canvas boat, manufactured by W. W. Barcus & Co., Chicago, is just the thing for this purpose.



CAMPING OUT ON PEWAUKEE LAKE.

The Oakton springs, near Pewaukee, have for some time enjoyed a reputation for medicinal properties almost equal to the more celebrated mineral waters found in other parts of the country. At this point a magnificent house known as the Oakton Springs Hotel, is open during the season, and is patronised extensively by the wealth and fashion of the leading American cities. It is luxuriously furnished, and is further noted for the superior character of its table. Every facility for boating, bathing and fishihg is provided by the proprietors, and the results of liberal management are seen in the large concourse of guests that annually take up their residence in the "Oakton Springs." Pewaukee is reached by the Chicago, Milwaukee and St. Paul R. R., and the other places of interest in the same region are nearly all on the lines of that road, or within easy carriage drive of the town.

MILTON TO MADISON.

The Junction bearing the somewhat aspiring title of Milton, is probably so named from a local belief that hereabouts the poetic John might have found the earthly Eden concerning which he was so fond of speculating in blank verse. Be this as it may, the country around this station possesses attractions in the way of scenery, sport, and so on, calculated to excuse

the enthusiasm of its residents, as well as the many others who hav visited that neighborhood. Lake Koshkonnong, five miles distant, teem with fish, pre-historic works of the mound builders abound, and the drive for many miles about are unsurpassed in the state. Milton Junction is th eastern terminus and junction of the Janesville and Monroe branch of th Chicago, Milwaukee and St. Paul R. R., sixty-two miles from Milwauke It offers good hotel accommodations, is somewhat noted in the surroundin regions as the seat of Milton College, and presents to the traveler th means of conveniently visiting several interesting points not far off. very rich and fertile farming region, this part of Rock county is chiefly ob servable from the fact that the principal crop cultivated is tobacco.

Whitewater, to the east, and Edgerton and Stoughton, to the west Milton Junction, are all growing places, well worthy of a call from th tourist.

MADISON.

The capital of the state of Wisconsin is not only an important politica centre, but as well one of the most beautiful and picturesque places in th country. As a watering place alone it possesses attractions and advantage that give it a pre-eminently forward place in the favor of seekers aft summer rest and fashionable recreation, with all the delights of purel sylvan life thrown in, as often as one wishes to enjoy them. Madison, i addition to its other honors, is the county seat of Dane county, and occu pies an isthmus about three-fourths of a mile wide between Lakes Mend ta and Monona, in the centre of a broad valley surrounded by hights fro which it can be seen at a distance of several miles. The distance fro Chicago to Madison is only 138 miles, and from Milwaukee 95 miles. It reached by the Milwaukee and Prairie du Chien line of the Chicago, Mil waukee and St. Paul R. R., and it is connected with northern and north western points by branch lines which strike the Chicago and St. Paul lin of the same road at Watertown, thirty-six miles east, and at Portage City thirty-nine miles to the north.

The resident population of Madison is placed at 15,000, but during th summer this number is largely increased by fashionable immigration fro all parts of the United States, the South, however, being best represente It is very rarely the case that a watering place is able to combine the a tractions of unspeakably beautiful scenery, excellent hunting and fishin surroundings of the greatest interest to the botanist and archæologist, wit all the refinements and facilities of metropolitan life. Madison, throug her state institutions, university, library, and so forth, offers all those op portunities for study so dear to the professional or scientific man, and th further and important desideratum of a wealthy and cultivated reside society is not to be overlooked. Lying right around the city are four mo charming lakes. On the north-west, Lake Mendota, the largest of thes is about six miles in length by four wide. It is edged with shores of cle

shining gravel, and is deep enough (average 60 feet) for navigation by steamboats. The second in size, Lake Monona, is somewhat smaller, and has not so great a depth, but is still able to support a small steamer which makes pleasant excursions.

Among the prominent features of the town is the state capitol, a fine stone structure built upon a commanding eminence some seventy feet above the level of the lake, and surrounded by a handsome public park of fourteen acres. College hill, and the University of Wisconsin upon its brow, are also noticeable, looming up above their surroundings, about a mile west of the capitol, and 125 feet above Lake Mendota. Delightful drives abound, and everything may be found at hand to tempt the visitor to linger on and on until snowfall. Facilities for procuring board are adequate, excellent boarding houses abound, and there are in addition several passable hotels. A majority of visitors prefer the quiet and privacy of semi-private families, hence the hotels have not had sufficient encouragement, perhaps, to compete with those of other and even less favored summer resorts.

MIDDLETON TO PRAIRIE DU CHIEN.

Situated in the same county with the state capital, and distant from it but a few miles, the little village of Middleton has claims upon the attention of the traveler, which are recognised by all who visit Madison, as well as by many who even prefer its simplicity and economy to the more aristocratic life of the city. With the latter this charming hamlet is connected by both steam and rail, as it is a station on the C. M. & S. P. R. R., and only a mile and a half from Lake Mendota. Added to the natural advantages it enjoys in common with its distinguished neighbor, there are several considerations that give it a character peculiar to itself. About four miles from the station there is a large cavern known as Richardson's Cave, easily accessible by carriage, which has excited the wonder and admiration of thousands. The cave is of natural formation, but according to tradition has furnished a safe retreat for outlaws, who were not uncommon in the pioneer days of Wisconsin, and who found at this spot a convenient depot for plunder and place of rendezvous near the settlements, while their operations extended southward into Illinois and westward far into Iowa. On the very site of the peaceful village of to-day, once stood the camp of Blackhawk's dusky army, and where now the church bell calls the people to thoughts of love and mercy, the scalp dance of the savage braves was celebrated, not so long ago but that people yet live who fled as the invading Indians' horrid yell broke the stillness of the lovely valley. The adjacent country is devoted to farming and stock raising, and prosperity has long shone upon the locality. All that is left to remind the older settlers of the struggles of early days, is an occasional tomahawk blade or arrow-head picked up now and then, as the good wife trowels her garden beds, or the farmer turns a furrow in the wheat field.

Between Middleton and Prairie du Chien the C. M. & S. P. trains wh the traveler through a section overflowing with life and happiness, and di playing every indication of material progress and prosperity. Want space prevents us from giving a detailed description of the thriving tow scattered over this stretch of country: the leading ones are Cross Plain Black Earth, Mozomanie, Arena, Helena, Spring Green, Lone Rock, Avoc Muscoda, Blue River, Boscobel, Woodman, Wauzeka, and Bridgeport. O of the above is entitled to particular mention, in the interest of all w are devotees of trout fishing. Lone Rock station, 225 miles from Chica and 140 from Milwaukee, is noted for the quantity and quality of speckled trout, and for the fine shooting to be had in the neighborhoo Numerous parties from the cities visit Lone Rock in the summer and fa The name of the place is derived from an isolated rock standing in t Wisconsin river at this place, which was used by the Indians as a la mark. In visiting the locality, sportsmen should be careful to provi themselves with an "Audubon" portable folding canvas boat, as otherwi they may experience difficulty in obtaining craft, or even then in maki convenient portages without this friend at need of the voyageur.

PRAIRIE DU CHIEN.

We have remarked in another place that the history of the posts Prairie du Chien and Green Bay cover about all that is known of t early white settlement of Wisconsin, comprising nearly its entire record to the present century. Pere Marquette is believed to have visited the s of Prairie du Chien in June, 1673, at the time when he reached the Miss sippi by passing up the Fox to the Wisconsin river, and thence out up the broad expanse of the Father of Waters. Later, in 1680, Pere Lou Hennepin was probably in the locality. The place was occupied by t French as a fortified post at a very early day. The exact time is a matt of dispute among historians, but there seems to be some evidence that was at as remote a time as 1689.

According to current opinion, in 1726 a hunter and trapper from Cana settled here permanently. His name was Cardinelle, and he came acco panied by his wife. Mme. Cardinelle was undoubtedly the first wh woman who ever saw the spot where the prosperous city of Prairie Chien now stands. Her memory should be held in reverence by the ci sens of the town, for she honored it in surviving to the good old age of 1 years, thus bestowing upon the neighborhood the very best eulogium could have for the sanitary excellence of its climate. Numbers of peop have attempted to equal the old lady's longevity, and with every desire accomplish the feat, but without success; still, the environment of t city remains to this day favorable to health and prolongation of life.

By the treaty of 1763 the town passed from French into English hand and at this time the former are supposed to have abandoned the settlemen for Captain Jonathan Carver, who visited it in 1766, found an Indian tow

of 800 inhabitants, and referred to it as a mart for the trading enterprises of the neighboring tribes. During the struggle for American independence, Prairie du Chien was the scene of an affair in which a small expedition in the British interest descended upon the place and destroyed a quantity of furs gathered there by American traders. In 1786 it was surrendered to the United States. Major Z. M. Pike, U. S. A., found a village of 370 souls here in 1805, and the fort had then a small garrison commanded by Captain Fisher. During the second war with Great Britain, Prairie du Chien was again taken possession of by an English and Indian expedition under Col. McKay. The fort capitulated after a gallant defense, and the Americans were allowed to embark, not, however, without calling forth the most strenuous efforts on the part of the British commander to save them from massacre by his savage allies.

A very interesting paper on the history of Prairie du Chien appeared not long ago in the *Wisconsin State Journal*, the authorship of which we are not advised. Among other things some recollections connected with Fort Crawford appear, which we think well worthy of reproduction: "In 1816, old Fort Crawford was erected here by Colonel Hamilton, upon what is known as the Island, or where the railway depots now stand; but owing to high waters of '21, '26, '28, it was decided by Col. Zach. Taylor to erect a new fort on higher ground. The site chosen was Pike's Hill, a high, projecting bluff, three miles below, on the Iowa side, because of its commanding both the Wisconsin and Mississippi rivers, but after two years successive failure to build a road that could not be affected by the disastrous floods that visited the region, it was abandoned, and a position on the main land, which is about forty feet higher than the island, was selected, and in 1832 New Fort Crawford was completed and occupied. Many are the historical reminiscences given of the early days of Fort Crawford, and many are the incidents and adventures related of the men who subsequently became conspicuous in the annals of our history. Perhaps none figure more conspicuously, or so often, as does Jeff. Davis—or, as he was familiarly known in those days, "the little nigger"—not because of his exhuberant spirits, amounting to dare deviltry, but rather because of his recent notoriety. True, here he first recieved his initiation into the rigor of military life on the frontier; but as he remained here but a short time, being ordered to Fort Winnebago as speedily as possible by Col. Taylor, who disliked him heartily, we cannot credit that he figured in all the incidents related of him, as it would have necessitated a continual season of wakefulness and fasting, neither of which are leading characteristics of our Jeff. Here it was, so it is said, that he surreptitiously wooed and won the fair Noxie Taylor, and the consequent ill-will of *pater familias*, Old Zach! This has passed into history; and the window through which she escaped, and the rope by which she descended to the arms of "the little Nig," would be shown as evidence of the truthfulness of the romance, had the house been left standing and the rope preserved; but, unfortunately for posterity, they

are numbered among the things that were, and, inasmuch as she was b twelve and he twenty when he was stationed here, and they did not marr for over four years after this, and then in Louisiana, the faithful chronol gist is forced to write, upon the authority of one who knew both parti intimately, and who learned his first words in English from Jeff, that th whole story, or rather all the stories of the elopement, are of the pure fiction."

Prairie du Chien at the present time is a town of about 4,000 inhal itants. It is the county seat of Crawford county, and is the western term inus of the Prairie du Chien branch of the Chicago, Milwaukee and S Paul Railroad. We are again indebted to the paper published in the *Sta Journal:* "It is situated 300 miles below St. Paul, 70 above Dubuque, 60 above St. Louis, 98 west of Madison, and 193 miles from Milwaukee. I is easily accessible from all points north and south, as well as east an west, as the C. D. & M. road passes up the river on the Iowa side, wit which connections are made daily with all trains at North McGregor, im mediately opposite the Prairie, by the Milwaukee and St. Paul transfe Trains east or west are transferred by means of the celebrated pile pontoo bridge of Gen. John Lawler, the patentee, owner and builder. It bein the only railway bridge of the kind in the world, an inspection of it wi repay the visitor. It is 8,000 feet long, crosses both channels of the Mi sissippi river at this point and an intervening island, and connects th Iowa and Prairie du Chien divisions of the M. & S. P. Railway. It is con structed of two parts—the pile or stationary part, and the pontoon movable part. The latter consists of two floating draws, one in each chan nel, which, when closed from an unbroken track, affording a safe and rapi transfer, and when open leaving a clear space of 400 feet, permitting th widest rafts and largest tows to pass with ease and safety at all times. Th eastern draw consists of three pontoons connected lengthwise, and repre senting a distance of 396 feet. These pontoons are each twenty-eight fe wide, five feet high, and ten inches draft. The western draw consists one pontoon 408 feet long, twenty-eight feet wide, four feet high, and twel inches draft, of great buoyancy and strength, having a Howe truss passin through its entire length. When trains are passing over, the draft is in creased to eighteen inches. The extreme rise and fall of the river is twenty one feet, and to overcome the varying height of the planes between the pil bridge and the pontoon, a movable track is employed which is adjusted b powerful screws and movable blocks, operated by men who are station on the pontoons."

In conclusion we may say that this enterprising town has always occu pied a leading position in the history of Western development, and especiall with the advance of our civilisation upon the upper Mississippi. There i every reason to look for a continuance of its prosperity.

LAKESIDE.

It has been our pleasure to show to the world how Wisconsin can lodge a good part of the world in her hundreds of summer hotels, with plenty of room and conveniences left for thousands who sensibly prefer the primitive enjoyments of camp life. But the varied advantages of summer life in the Badger State do not stop here. One of the most engaging resorts in the section is entirely confined to cottage life, and every year a temporary community of cultivated people from all parts of the country is established at Lakeside, a collection of summer cottages on the beautiful Lake Pewaukee. Of the lake itself, we have written at some length in another place. Suffice it to say that at the quiet and lovely spot now under consideration, every advantage is enjoyed which could be realised by stopping at any other point in the locality, in addition to which the possession of a little home of one's own for the summer is to be calculated. Lakeside has frequent steamer communication with the Oakton Springs and Oakton Springs Hotel, a fashionable watering place on the opposite side of the lake, besides which there are row-boats and yachts in abundance, according to the taste of the visitor. Altogether there are accomodations in the cottages for about one hundred guests, a large and elegant dining hall, drawing and reception room, billiard room, two bowling alleys, etc,, etc. Connecting the buildings are over five hundred feet of veranda, affording a promenade unequalled at any other resort in the state. Bathing and fishing not to be excelled, airy and comfortable stables for private horses and carriages, and many other conveniences are attainable here. Lakeside is located on the north side of Pewaukee Lake, twenty-three miles west of Milwaukee, on the La Crosse division of the Chicago, Milwaukee and St. Paul R. R., and is equi-distant from Waukesha and Oconomowoc, being about ten miles from each of those places. Summer residence at Lakeside affords opportunities for obtaining the benefit of the various Spas for which Waukesha county is celebrated.

HARTLAND.

Near this station, 108 miles from Chicago and 23 from Milwaukee, are a number of the beautiful lakes that stud the bosom of Waukesha county. Summer cottages for the entertainment of visitors abound on the east side of Pine Lake, on Beaver Lake, and on North Lake, all in the immediate neighborhood. The last of these has of late attained to a considerable popularity, vieing with the older resorts of Waukesha and Oconomowoc as a place for fashionable summer residence.

NASHOTAH, DELAFIELD, AND GIFFORD.

At Nashotah we strike the centre of Waukesha county's remarkable lake system. The station is 111 miles from Chicago, and 26 from Milwaukee, on the C. M. & S. P. R. R. Nashotah is the *entrepot* for summer visitors, who yearly flock to resorts on Pine Lake and at Stone Bank to the

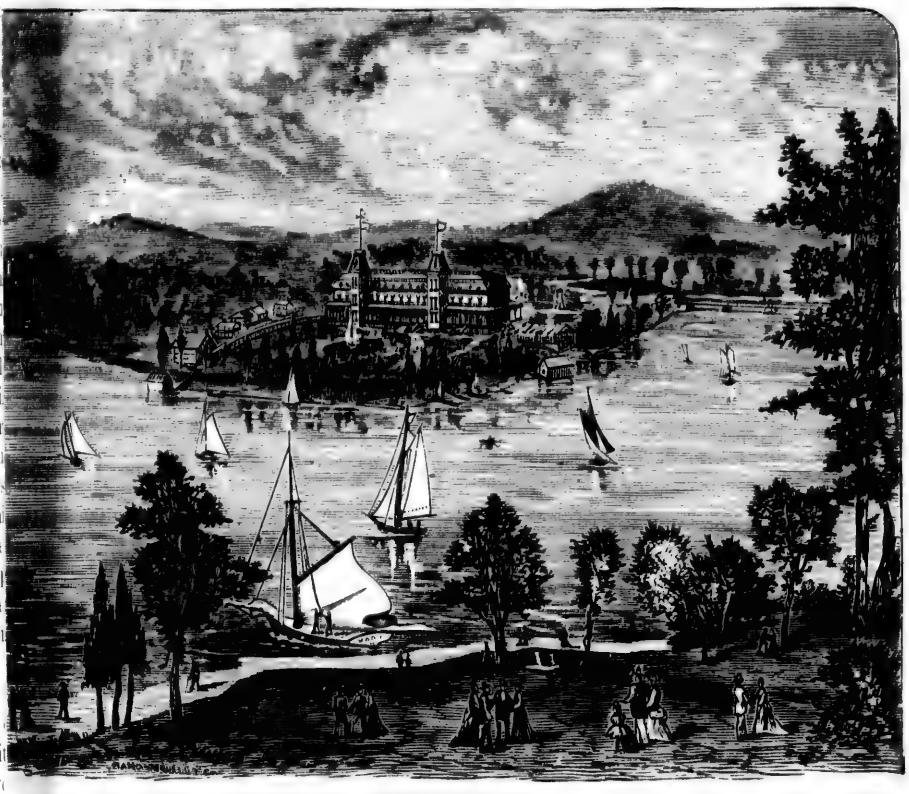
north; and south to Delafield, where the Nemahbin Springs Company a making improvements. Nashotah is the seat of a theological seminar connected with the Anglican church. The buildings of this institutio cover some of the most attractive sites in the neighborhood, which abound with positions for the erection of public buildings or residences, of surpassin beauty. Four lakes in a cluster, the two Nashotahs and the two Nemal bins, surrounded by high banks, afford a variety of delightful landscap seldom equalled in other places. The fishing about this locality is so goo that it, alone, attracts a large number of people from distant points eve year, while all the other qualifications of a fashionable summer resort a possessed by Nashotah, Delafield, and their immediate surroundings, the utmost degree. Among other means of enjoyment, the drives her abouts are celebrated for their scenery, as well as for the excellence of t roads.

Those who visit this part of Wisconsin with the especial object of anglin for the most part go to Delafield, where the popular Nagawicka Cotta furnishes an ideal home for the sportsman. A free omnibus connects a the trains with this house, and visitors are furnished with everything r quired in the way of boats, bait, tackle, and other conveniences. Abo two miles south of Delafield enchanting drives lead from several directio to the observatory, on Government Hill. A gradual rise of heavily e bowered hills leads to this commanding eminence, 670 feet above the su rounding country. A government observatory, 100 feet high, former occupied the brow of this hill. It was burned a few years ago, but w probably be rebuilt shortly. From this point a view for miles in eve direction may be obtained, which has been regarded for its picturesq beauty and variety of scene, shade, life and tone, to rank among the fin landscape effects in the world. Over thirty lakes may be seen from th mount, and the meanderings of the streams which connect them are not in glimpses of sparkling water, here and there, as they appear and disa pear in the courses through dense woodland and open fields: now hidd in deeply shaded valleys, and again winding through acres of golden grai

OCONOMOWOC.

Oconomowoc, in the dialect of the Pottowatomies, means the Place the Beaver, and this title was given by its Indian possessors to the locali where the flourishing city of the same name stands to-day. Oconomow has a population of about 2,500, and is situated on a narrow isthmus b tween Lac La Belle and Fowler's Lake, in Waukesha county, Wis., 1 miles from Chicago, by the Chicago, Milwaukee and St. Paul R. R. Th town and its neighborhood would be interesting alone for the remarkab wealth and advanced development of its agricultural resources. One the richest farming regions in the world, it has grown apace under the sp of modern improvements, in the methods and appliances of agricultur until it presents to the eye the picture of a great garden, every inch

which is made to produce a rich return for the husbandman's care. But to the general public, Oconomowoc is better known and more widely appreciated as one of our leading American watering places. The climate to begin with, is delightful, and a welcome change to the visitor *blase* of the searching winds of the great lake shores, or the heavy atmosphere of the lower regions to the south and east. The rarified condition of the air as the traveler approaches this point, becomes readily apparent to the senses, since from the east, from the borders of Lake Michigan, or from the flat regions westward, there is a gradual rise, until at the town an elevation is reached of 300 feet above the level of Lake Michigan.



OCONOMOWOC.

Within a radius of nine miles from Oconomowoc, there are forty-one lakes, all offering the most enchanting scenery, and presenting nature in forms so prolific in variety and beauty that the pen is powerless to depict their attractiveness. The clear waters of all these lakes are fairly alive with fish of every variety sought for by the fisherman, while the romantic woods and hills around abound with game of all descriptions common to the state. In and about the town, on the various shores, a number of gen-

tlemen from Chicago, Milwaukee, and the South, have elegant villas, wi spacious and handsome grounds attached. The jaunty fleet of steam a sailing yachts owned by these cottage residents, forms a pleasing elem in the summer idyls of the place. Near the Draper House and within t city limits, the elegant and hospitable country seats of Clarence and Har Peck, George Shufeldt, George Severance, and Charles A. Dupee, all Chicago, form an important adjunct to the charming social life and gay of the resort. For the facilities of visitors who are not fortun enough to own places, there are ample accomodations in the way of a fi hotel and numberless boarding places. Draper Hall, with ample a pleasant grounds sloping to the shores of both lakes, has long enjoyed enviable reputation for the extreme neatness and perfection of its appoi ments and the excellence of its *cuisine*. This house was opened in 1869 a strictly summer hotel, but its popularity became shortly so great as justify its being kept open the year through, as it has been now for seve years. A large number of trim and rakish yachts and row-boats are k by the proprietor for the convenience of his visitors; bowling alleys, wi rooms, and bath houses are within the grounds, and everything has be done that money and taste could do to make Draper Hall the embodim of a summer resting place for bachelor, belle, or family.

One of the institutions of Oconomowoc is the Young Ladies' Semina presided over by Miss Grace P. Jones, a lady whose labors in her profess have earned for her the well merited reputation of being among Wisconsi foremost educators. During the summer, academic pursuits are suspend at this establishment, and it is then devoted to the entertainment of gue of whom there are enough to more than fill the capacious buildings ev year. A quaint looking Episcopal chapel on Church Point, a charm little promontory jutting into Fowler lake, makes a point of beauty in t landscape, providing as well for the religious wants of habitues.

WATERTOWN.

About fifteen miles west from the centre of the fascinating lake reg whereof we have been treating in the papers immediately preceding t one, the tourist finds himself at the busy manufacturing and commer city of Watertown, in Jefferson county. Concerning this fertile section the state, we quote from a letter written us by a gentleman prominen connected with its business interests. He writes: "This is one of the terior counties of the state. Its surface is gently undulating, and int spersed with woodlands, prairies, and openings. It is abundantly wate by numerous lakes, rivers, rivulets and springs, and in places thick covered with heavy forests containing a choice variety of timber, am sufficient for all commercial and economical purposes. The soil is r and well adapted to the production of wheat, barley, rye, oats, potat fruits, and other staple crops. The county contains 368,640 acres of la two-thirds of which are under cultivation, and more than three-fourths

the remainder capable of cultivation. In regard to water power, it is one of the most favored counties in Wisconsin."

Watertown, aptly so named, is a city of about 11,000 inhabitants, situated on both sides of the Rock river, at a line between Jefferson and Dodge counties. It is distant 129 miles from Chicago, and 280 miles from St. Paul. At this point the Watertown and Madison branch of the Chicago Milwaukee and St. Paul Railway forms a junction with the Chicago and St. Paul line of the same road, affording the city ample railroad communication with all points. The Minneapolis and Wisconsin division of the C. & N. W. R. R. also touches the town. The Rock river furnishes a magnificent water power at this place, which has been utilised by the erection of three dams across the stream. It is a point of considerable business importance, and a number of extensive manufacturing enterprises are successfully carried on. There are several large flouring mills, a brick factory, saw mills, foundries, pottery works, wagon factories, and factories for the production of sashes, doors, blinds, and cabinet ware.

As an educational centre, Watertown is worthy of mention. Two colleges of more than local importance have their seat in this city; one of them is a denominational school under the patronage of the German Lutherans, and the other is the College of Our Lady of the Sacred Heart, a branch of the celebrated Catholic college of Notre Dame, in Indiana. Two large halls, with a capacity for seating over 1,500 people, afford opportunities to the citisens for availing themselves of all the current amusements in the way of drama, opera, or lecture. Watertown is well stocked with the means of grace, as there are twenty flourishing churches within its walls, and the satisfactory amount of "prosperity within its palaces" may perhaps be referred by some to the church-going proclivities of its people, evidenced by the large number of slender spires that spring from its busy streets, holding their long fingers up far into the azure air in a manner significant of warning to the wrong-doer.

The comfort of the traveling public is catered to by several comfortable hotels, and the pushing life of the energetic residents finds variety and rest in trips to Lake Mills, a summer resort ten miles south of the city. From Watertown to this latter point, and in fact throughout the entire locality, finely graded roads offer seductive bait to citisen and stranger to enjoy their smoothness and attractivness of the local scenery, behind a spanking team which a very moderate outlay will always secure. The foreigner "doing" America need not think he has seen our country until, among other points of interest, he has paid a visit to Watertown and the splendid section of the Golden North-West in which it lies.

PORTAGE CITY.

Portage City, the shire town of Columbia county, Wisconsin, is situated at the head of navigation on the Wisconsin river, as well as on the ship canal which connects the Wisconsin with Lake Michigan. The population

of this town is something over 5,000, and it justly claims no mean co mercial importance, as its lumber interest has for many years suppor an extensive commerce with the leading markets of the country. Steam and barges are in constant movement between this point and Green Ba and the traffic in the lumber and other lines of trade supports this thriv community in a manner justifying the increase of population which h been noticeable during the past years.

A very fine water power is derived from the Fox river canal, which h a fall of seven feet, and this is utilised by a number of manufactur establishments. It may be interesting to note that the water level at t place is 773 feet higher than the Atlantic ocean, 195 feet higher than La Michigan, and 173 feet higher than the Mississippi at the mouth of t Wisconsin river. Portage is the northern terminus of the Madison a Portage line of the Chicago, Milwaukee and St. Paul Railroad.

FOX LAKE.

Fox Lake, in Dodge county, Wisconsin, is a pretty and prosper town of 2,000 inhabitants, located on Beaver Dam river, at the foot of F lake. It has an excellent water power, and contains a number of la manufacturing establishments. The lake is a beautiful body of wat nearly circular in form and in the neighborhood of three miles in diamet It is studded with romantic islands, and is a favorite resort of angl Forty thousand young Mackinaw trout are planted here annually, a these, with the numerous game fish indigenous to the waters, give t locality a deservedly high reputation for its piscatorial allurements.

The only public institution of note in the vicinity is the Fox Lake Se inary, a mixed school, very highly esteemed throughout Dodge and t adjoining counties of the state. The land in this locality is high and r ing, and a good deal of prairie is encountered. The soil is a rich bl loam, with clay sub-soil. Like all that part of the state, the country h is finely wooded, red and white oak, hickory, poplar, white and black a basswood, white and red elm, black cherry, and a limited amount of h a soft maple, being the leading timbers. The agricultural products principally wheat, the leading crop; corn, oats, barley and potatoes. R way connection is maintained with all christendom by way of Fox L Junction, two miles distant, on the Chicago, Milwaukee and St. Paul R way. With this station the town is directly connected by a line of str cars. Fishing parties who visit Fox Lake will find reasonable facili for obtaining boats and tackle, but those who desire to be prepared for fullest enjoyment of the sport will find it to their advantage to procure "Audubon" canvas folding boat in Chicago, with which portages ma made with no more trouble than carrying a hand-valise across a field wo entail.

KILBOURN CITY AND DELLS OF THE WISCONSIN.

The neighborhood of Kilbourn City is in many respects, without doubt, the most interesting point in the state of Wisconsin. Here the tourist halts to visit the Dells of the Wisconsin River, a treasure-house of the wildest scenery, than which the famed beauties of the Canons of the Yellowstone or the picturesque Watkin's Glen in New York, are not greater. Nor is this locality alone interesting because of its wierd, impressive surroundings, for connected with it are reminiscences of Indian days, and tales and traditions of the wild raftsmen's life of early white settlement. Almost every spot along the banks of the river for miles hereabout is identified with some legend of tragic interest.

Kilbourn City is a small town of 1,200 inhabitants, situated on the Wisconsin river, at the crossing of the Chicago, Milwaukee and St. Paul R. R., and was named in honor of Byron Kilbourn, who was superintendent of that road at the time the village was located. It is distant from Chicago 198 miles, from Milwaukee 109, and from St. Paul 225 miles. The first buildings, a dwelling house and a printing office, were erected in 1855, and in the following year a number of settlers came in. The crossing of the railway had been anticipated at a point a little lower on the river, and there quite a settlement had sprung up; but when the bridge was finally begun at its present site, the houses were pulled down and the community almost to a family moved up to Kilbourn City. As to the general character of the surface in this vicinity, it is "generally rolling and broken by numerous ravines, the latter generally transverse to the Wisconsin river, which borders the village on the west and south. The soil varies somewhat after the fashion of a checker-board: a tract of clay covered heavily with white and black oak, alternating with a patch of light sandy soil marked with stunted burr-oaks and 'jack pines.' Clay or clayey loam predominates, about four-fifths of the land being adapted for tillage. The leading products are wheat and other cereals, hops, potatoes, and apples." Some years ago Kilbourn City was the most important supply market for hops in the state, but the falling off in prices of late years has materially diminished the production. Several manufacturing establishments are in operation in and about the village, among which a saw mill and flouring mill are the most important. There are many stores, five churches, a post office, several insurance offices, and the Bank of Kilbourn, the latter an institution of greater influence and importance than the size of the town would naturally suggest. It is presided over by the Hon. J. Bowman, who is also resident director of the Chicago, Milwaukee and St. Paul R. R., and has been honored several times with a seat in the Assembly and Senate of Wisconsin.

There is an excellent and popular hotel at Kilbourn City, the Finch House, where every accomodation needed by the traveler or summer visitor is supplied as completely as the most exacting watering place habitue could

ask. The public are to a great extent under obligation to the proprie
of this house, Mr. W. H. Finch, for the celebrity his efforts have given t
Dells. With the latter, Mr. H. H. Bennett, the noted landscape artist
the Dells, divides the honor of having brought the region to public atte
tion. The cuts with which this paper is illustrated are from stereoscop
views taken by him. Copies of the originals are scattered over the wh
civilised world, as there are scarcely any rivals of this enterprising a
enthusiastic artist in the wholesale photographic business in the Nort
West. Kilbourn City is connected with other points by the Chicago, M
waukee and St. Paul R. R. and its connections. There are stage li
running daily to Baraboo and other local points.

Of course by far the greatest claim that Kilbourn City has upon t
attention of the outside world, consists in its position as the gateway of t
Dells. Overshadowed by the greater attractions of these, still alone wort
to make the place one of interest, within the town limits there is a beau
ful glen, only the more charming because one almost steps out of the str
into its secluded depths. Just back of the handsome public school bui
ing, and only a block or so from the Finch House, Taylor's Glen co
mences. It is a pity that such a romantic spot should be handicapped wi
such a plebian name, but in this respect it is not more unfortunate th
Watkin's Glen, the very designation of which is enough to keep peo
away from it. Prosaic or not, this is Taylor's Glen, and the visitor
amply repaid for his trouble in rambling, or rather scrambling through
At the head of the glen it is only an ordinary looking ravine, but advanci
a few hundred feet the descent is considerable and the walls on either si
nearly meet overhead. The sides of the canon are festooned with vi
and climbing wild flowers, while tufts of sweet fern and mosses form fo
of the richest velvet brown and green hues, setting off the gaudy colors
the more pretentious wild flora around. Farther on the dell ends abru
at a tunnel about a hundred feet in length, hollowed out of the solid ro
It consists of a single low chamber, dark as night, through which t
pedestrian has to walk nearly doubled. At the lower mouth of the tun
the scene opens on a miniature lake surrounded by high walls. Ascendi
the practicable side of this pocket, the path leads on to a commandi
bluff that overlooks a broad bend in the river. From above the subdu
sound of water as it rushes through the rapids below the railroad crossi
greets the ear pleasantly, and the view commands a broad landscape,
cluding river, hill and valley, too placidly beautiful for description. H
on the bluff one may well imagine the scene of savage sacrificial rites, wh
from its jutting front Indian maidens may have dashed themselves into t
sorrow-healing depths below, as probably as from the thousand other ro
in the Golden North-West, said to have been thus consecrated to roman

Below this point the river winds its way to the south-west, amid sce
of savage beauty only less picturesque than the Dells above. To the ge
ogist, angler, or adventurous idler, nowhere in the country is such

opportunity for pleasure or study offered as here, in the chance to make a canoe voyage down stream to the Mississippi. Every season a number of scientists or loiterers bring their "Audubon" folding canvas boats to this place, and laying in a supply of necessaries at the Finch House, launch their slender but tough and trusty crafts upon the water. For the greater part of the voyage it is not necessary to take the boat apart, but in several places there are necessary portages next to impossible for anything but a boat like the "Audubon." For the benefit of the voyageur it should be mentioned that this staunch little vessel only weighs thirty-five pounds, including a sectional paddle, and when folded is no more of an impediment than a moderately filled hand-valise. It is to be procured in Chicago.

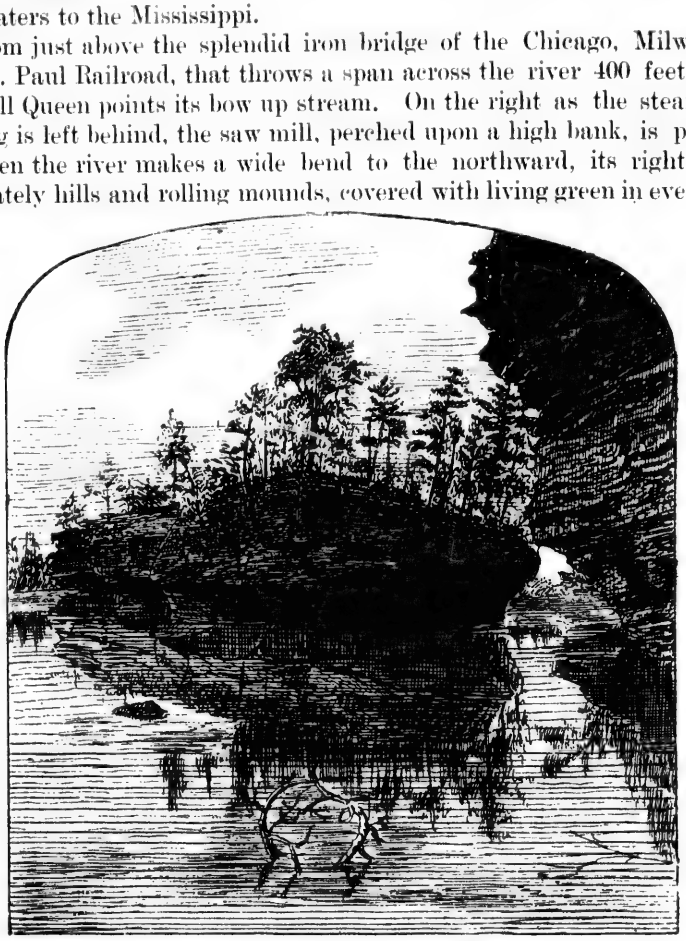


LELAND POINT, DELLS OF THE WISCONSIN.

The trip from Kilbourn City through the Dells is made on the steamer Dell Queen, a staunch and handsome boat, built expressly with reference to the dangerous navigation of the river in this part of its course. The wrecks of other boats and the non-support of some still existing, shows the traveler plainly that he should be careful to enter the "jaws" only on the safest kind of a vessel. The master of the Dell Queen, Captain Bell, is probably one of the few living persons capable of safely navigating these treacherous waters; his experience on this river dating from boyhood, and

his knowledge of it, including every rock, eddy, current and bar from headwaters to the Mississippi.

From just above the splendid iron bridge of the Chicago, Milwau and St. Paul Railroad, that throws a span across the river 400 feet lo the Dell Queen points its bow up stream. On the right as the steamb landing is left behind, the saw mill, perched upon a high bank, is pass and then the river makes a wide bend to the northward, its right ba alternately hills and rolling mounds, covered with living green in every t



LONE ROCK, DELLS OF THE WISCONSIN.

and shade. On the opposite side the bluffs rise abruptly from the wat forming palisades the very miniature of those grand natural structures the Hudson. These palisades slope gradually to the point where the si gular formation known as the Pillared Rocks occurs. Above these natu colonnades, in the face of the walls, myriads of swallows have built th nests, and their busy flight in and out of their tiny domiciles lends to t scene a feature of microscopic life and strife that delicately tones do the otherwise ruggedness of Nature's visage. Past the Pillars the shor bend inward to the Jaws of the Dells, a narrow passage guarded on eith side by High Rock and Romance Cliff. A little further on Chimney Ro stands up, looking like the ghost of some deserted fireside. After Chimn

t and bar from
hicago, Milwau
iver 400 feet l
t as the steamb
gh bank, is pass
ard, its right ba
g green in every t



ly from the wat
tural structures
oint where the s
Above these natu
vs have built th
niciles lends to t
icately tones do
Pillars the sho
e guarded on eit
r on Chimney Ro
de. After Chimn

Rock comes a little patch of clear sandy beach over which the swallows are flitting by thousands, fluttering as they bathe at the water's edge, and twittering to each other like so many little magpies.

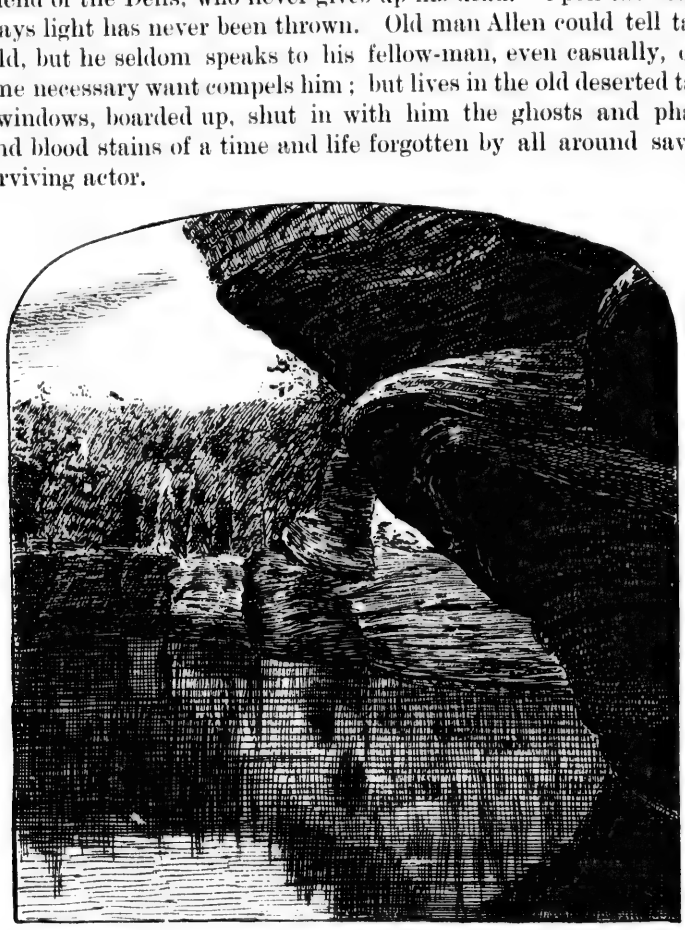
A sudden change from the innocent bird life of the beach just left, is suggested by the sight of an old wicked looking house that stands alone in a lonely place, at the second bend of the river to the north from Kilbourn City. The site is the old bed of the river, surrounded by the bluffs whose bases were once washed by its rapid flow. This is known as Allen's Tavern, and its founder still lives there, a recluse and misanthrope. Here this early settler planted himself in 1837, when the only white men in the region were the raftsmen who floated through the Dells on their way from



LOOKING UP THE RIVER FROM THE ELBOW, DELLS OF THE WISCONSIN.

the pineries to the Great River. With these wild men, Allen's was a favorite stopping place. The rapids below made it necessary for them to double up crews, and here while the passage of the chute below was being effected, numbers of these desperate characters were wont to congregate for days together, and through the whole season there were always a greater or less number quartered at the place. Dark stories hang about the old house, and legends of men murdered for their money and thrown into the secret waters of the river, are whispered to this day in the gloaming, as the farm

house circle gathers round the fire-place. Deadly quarrels have been fou
out between the house and the shore, the victims' bodies falling prey to t
water-fiend of the Dells, who never gives up his dead. Upon the scenes
those days light has never been thrown. Old man Allen could tell tales
he would, but he seldom speaks to his fellow-man, even casually, or
less some necessary want compels him; but lives in the old deserted tave
whose windows, boarded up, shut in with him the ghosts and phant
cries and blood stains of a time and life forgotten by all around save t
sole surviving actor.



NAVY YARD, DELLS OF THE WISCONSIN.

North from Allen's the river rushes through the Narrows, a place fam
for its dangerous navigation, and to this day the terror of lumberm
In the spring of the year the current is so rapid and treacherous, and
channel shifts so often, that the chances are terrible of breaking a raft
pieces, and hurling logs and men helplessly down into the mad, foam
depths. The river at this place is only fifty-two feet wide, but nothing
seen on either side that could afford a foothold or even a hand grasp
the drowning man. Once in the water, the strongest, most expert swi
mer goes down and down, never to come up again. Above the Narr
the action of the current has chiseled out of the solid wall one of the m

striking formations ever seen. It has become known as the "Navy Yard," from the fact that the rocks shelve outward from the base, and pointing obliquely up the stream, look for all the world like a row of ships' prows. At this point the view is grand and impressive in the extreme. On the opposite side of the river Black Hawk's Cave may be seen near the top of the bank. Here, hanging over the boiling torrent, the opening to his hiding place screened by the friendly foliage of crevice-grown trees and bushes, the bold and dreaded Indian prince lay secreted from his enemies for many months. Parties of whites and their native allies scouted up



STAND ROCK, DELLS OF THE WISCONSIN.

and down the Wisconsin, and all over the surrounding country; but stowed away in his narrow hole in the rock, Black Hawk laughed at pursuit until treachery exposed the place of his concealment, and he was taken prisoner. The truth of this chief's capture at the Dells has been bitterly assailed, but the statement rests, nevertheless, upon strong and nearly conclusive evidence. Lerun, who was an Indian agent in the locality at the time, stated, a few years ago, that he met Black Hawk under charge of One-Eyed Decorah, between Portage and Fort Winnebago, and that the former informed him that he was taken near his cave at the Dells. Yellow Thunder, an Indian chief who died recently at the age of

120, often stated to residents of Kilbourn City that Black Hawk was c tured within a few hundred yards of the cave, and that the great chief l repeatedly told him so, at the same time relating the circumstances of capture in detail.

Rattlesnake Rock, a high, round mound, looms up beyond the ca Its name suggests the cause of its rather unpleasant notoriety, and denizens of this cliff have been interesting, if not agreeable, subjects consideration by the people around. Artist's Glen, a narrow and char ing little spot, winds moss-covered way i the hills near this, a prepares the visitor the greater wildness a beauty of Cold Wa Canon. Here the stea er makes a landing, a a long plank walk lea the visitor into the dep of the canon. For so hundreds of feet the p winds between high wa whose altitude must nearly 200 feet, and wh almost meet at the top. cold spring-water br flows at the bottom the cleft, rendering p grination somewhat ficult. Presently the sides widen, and the Devil's Jug is reached. Thi a most peculiar and startling freak of nature, scarcely susceptible of scription, but suggestively named from its singular formation.



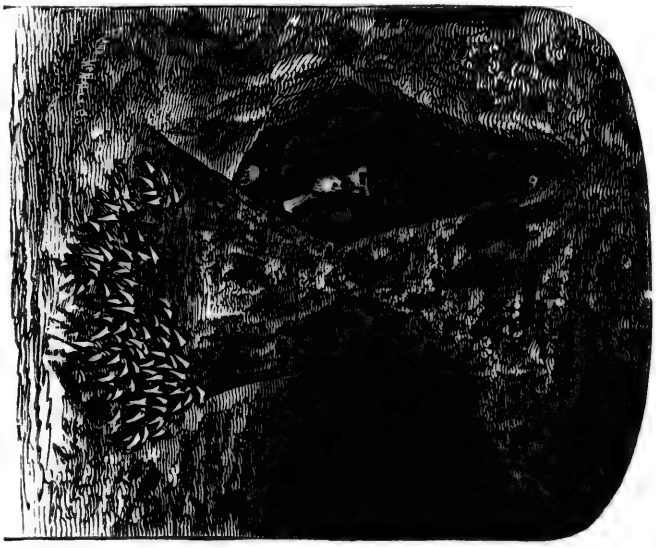
VIZOR LEDGE, DELLS OF THE WISCONSIN.

Leaving Cold Water Canon, the succeeding objects of interest to north are Ruffle Rocks, and Fortress Rock (vulgarly called Steamb Rock, from the fact that steamboats are barely able to circumnavigate The latter is an island cut off from the mainland by the terrible force the water, and stands out in the stream solitary, a monument of s rock sixty feet high by three hundred in length, with about half that width. All along the shores on either side points of interest crowd u the eye—grottoes, chapels, caves, pillared caverns, through which a r boat can easily push its way—and the most grotesque forms chiseled the hand of Nature abound, until the eye is almost weary of the we phantasmagoria presented to it. The Devil's Arm-Chair, a comforta seat hewn out of rock, occupies a commanding position on the summit



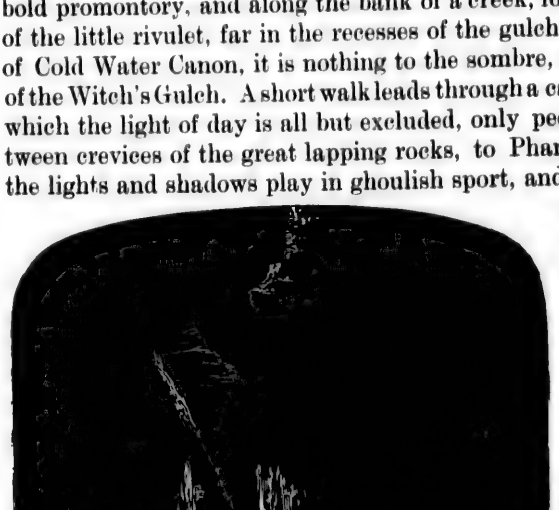
COLD WATER CANON, DELLS OF THE WISCONSIN.

a high bluff. Then conveniently near, the Shark's Heads crop out; gaunt, savage looking protuberances from the bank, wickedly waiting for something to crush against their vicious fronts. After these, Diamond Grotto: and then there are rocks that look in shape exactly like the great oyster shell one sees hung out for signs in front of seaside restaurants. One could easily imagine them to be the mummies of giant progenitors of our shell fish. Such forms and a hundred others occupy the attention until the crowning scenic glory of the dells is reached—the Witch's Gulch.



DIAMOND GROTTO, DELLS OF THE WISCONSIN.

Here again is a steamer landing, and with some difficulty the tough lit
Dell Queen is warped to the bank. A footway leads around the face of
bold promontory, and along the bank of a creek, following up to the sour
of the little rivulet, far in the recesses of the gulch. Wild as is the scene
of Cold Water Canon, it is nothing to the sombre, rugged, satanic wildn
of the Witch's Gulch. A short walk leads through a canon of great height, fr
which the light of day is all but excluded, only peeping in at the top
tween crevices of the great lapping rocks, to Phantom Chamber, wher
the lights and shadows play in ghoulish sport, and where the force of t
elements has produced
style of architecture on
agreeable to phanto
and perhaps cra
people.



PHANTOM CHAMBER, DELLS OF THE WISCONSIN.

Two cascades of co
siderable height and v
ume have to be su
mounted in the explor
tion of Witch's Gul
and when the mos
grown steps over the l
ter and larger of the
are climbed, the mi
is forcibly called ba
to experiences in the Ca
of the Winds at Niaga
Falls. Ordinary ca
will avoid a wetting, a
the climber soon fin
himself in the air a
sunlight again, in
pretty little vale betwe
high hills just back
the gulch. A rest and a lunch here is a good preparation for the return tr
during which last there is leisure to fix in the mind the beauties that are to
carried away for future reflection.

Let not the tourist think he has gazed upon the wild natural scenery
America, until he has visited the Dells of the Wisconsin.

MAUSTON.

This town, situated in Juneau county, is a small place of 1,200 inh
itants, chiefly interesting because of its attractive surroundings and t
facilities the neighborhood affords for hunting and fishing in their season
Mauston is 212 miles from Chicago, 128 from Milwaukee, and 197 from

Paul. White settlers came to Juneau county as early as 1827, but the site of this village was not reclaimed from the wilderness until the latter part of the following decade. The surface of the country is generally hilly, the soil consisting of clay in the western, and of sandy loam in the southern portions. Excellent timber abounds, principally pine, walnut, maple, and scrub oak. The leading products are wheat, oats, corn, rye, and hops. The stock and dairy interests are also important and growing. Wagon works, a plow factory, flouring mill, and iron foundry, constitute the manufacturing enterprises of the place.

The peculiarity and beauty of the scenery about Mauston is found in the number of bluffs, singly and in groups, that dot the face of the country. These vary in height from one hundred to two hundred and fifty feet, and are moulded in myriads of grotesque forms. Black Hawk's Council Bluff is the most noted, lying about one mile west of the village. Here it is said his last council was held by Black Hawk a short time before his capture at the Dells. Castle Rock, Lone Rock, Twin Bluffs, and the Devil's Chimney, are the other natural curiosities upon which the inhabitants pride themselves. To the sportsman or angler, Mauston is a point of more than ordinary interest. The rivers abound in fish of every variety and exceptional size, while the country is one of the best shooting grounds in the west for bears, wolves, deer, foxes, ducks, geese, swan, quail, pigeon, prairie chicken, and prairie chicken. Good accomodations are available to the v[illage], who reaches the town conveniently by the Chicago, Milwaukee and St. Paul R. R., from any part of the country.

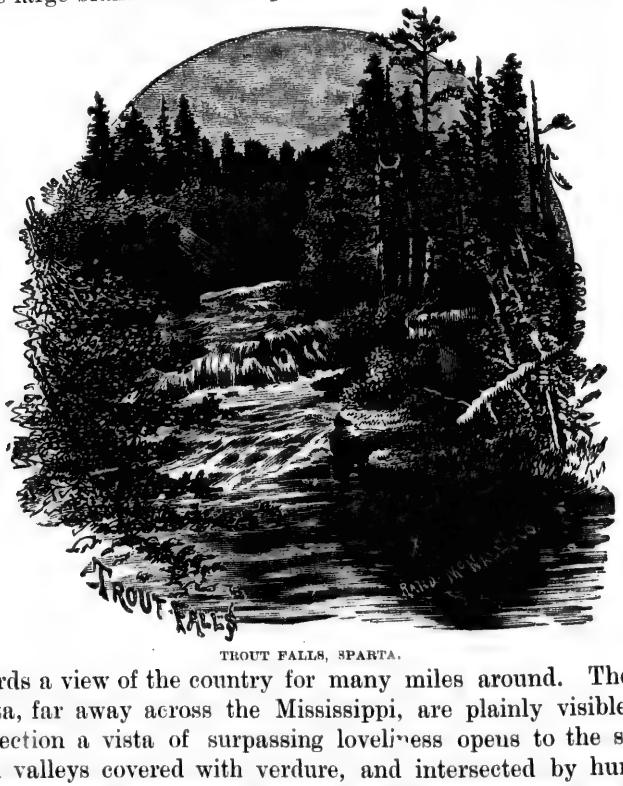
TOMAH.

Tomah is the junction of the Chicago, Milwaukee and St. Paul R. R. with the Wisconsin Valley R. R., and is also the southern terminus of the latter. Grand Rapids, an important manufacturing town, is reached from this point, also the great lumber market of Warsaw, Wis. Tomah is 238 miles from Chicago, and 171 from St. Paul. The vicinity is celebrated for its magnificent trout fishing, which brings annually a large number of visitors from all parts of the West and South. An excellent hotel, the Dodge House, near the depot, supplies every comfort the traveler could desire. A free omnibus connects this house with the railroads.

SPARTA.

Sparta, a city of 3,500 inhabitants, is situated in the upper part of the La Crosse valley, twenty-five miles from the Mississippi, on the line of the Chicago, Milwaukee and St. Paul R. R. It is distant 255 miles from Chicago, and 154 miles from St. Paul. Both as a sanitarium and fashionable summer resort, Sparta enjoys a reputation unexcelled by any watering place in the country. The site of this town could not be exceeded for beauty of situation, and the culture resulting from its financial prosperity has been active in adorning it with all that art can do in rendering the

beauties of nature still more enjoyable. Nowhere in the West is there more beautiful village. It possesses handsome business and public buildings, a number of church edifices graceful in architecture, private residences constructed with excellent taste and generally surrounded by ample grounds neatly laid out. The streets are arbored with beautiful trees, and nothing indeed is wanting to impress the visitor with the quiet and elegance of the surroundings. The scenery in the vicinity of Sparta is already celebrated. From the town may be seen Castle Rock, five miles distant, looming up over seven hundred feet above the level of the river, and displaying its grand proportions to the eye as it lifts its head far above the numberless large bluffs that encompass the valley. The summit of this



TROUT FALLS, SPARTA.

rock affords a view of the country for many miles around. The hills of Minnesota, far away across the Mississippi, are plainly visible, and in every direction a vista of surpassing loveliness opens to the spectator's hills and valleys covered with verdure, and intersected by hundreds of sparkling running streams and brooklets, where the anglers delight to tarry and the royal speckled trout make their home by thousands. Picturesque drives extend and cross in every direction; romantic sites for camp grounds, often in the summer dotted with the snowy tents of tourists who like to take their holiday *au naturel*, abound everywhere, and the rod and fly of the expert angler whip and whisk along the banks of rivulet and cascade. Two years ago over twenty tons of speckled trout were captured in these waters.

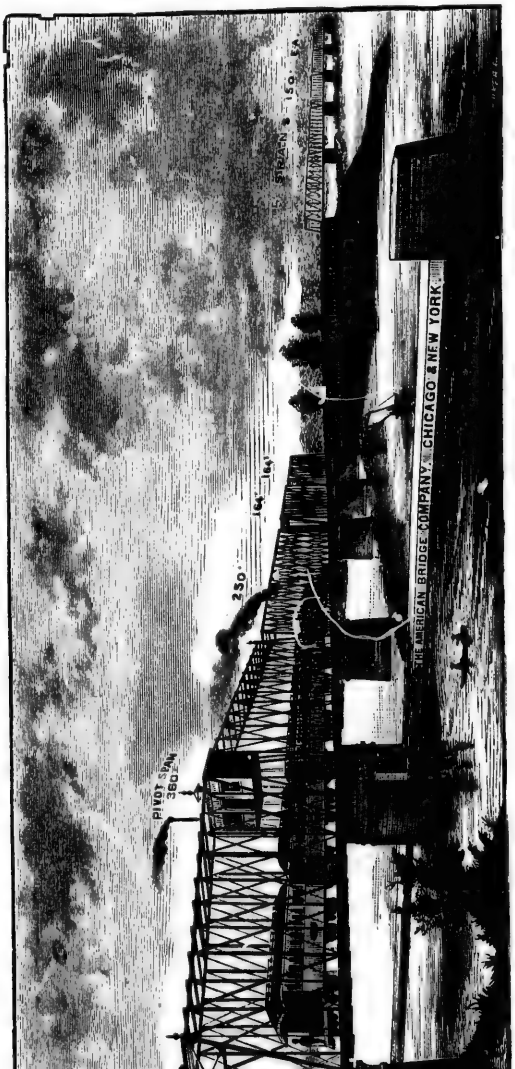
Added to the remarkable healthfulness of Sparta, which had made it a resort for invalids for many years, since 1867 when the wonderful mineral springs were discovered, it has been visited for the benefit of the waters by legions of health seekers from every corner of the continent. At least 25,000 visitors drank at these healing fountains during the season of 1875. The springs are free to everybody, and are conveniently situated near the palatial hotel built some years ago for the accomodation of the public. The Warner House, opposite Court Park, in which is the principal spring, has one hundred and fifteen rooms, and accomodations for several hundred guests. It is open summer and winter, and is well calculated to suit the comfort and convenience of invalids and families, as forty of the rooms are *en suite* and on the ground floor. During the regular season, June to September, the Warner House is the centre of fashion and gayety at this popular watering place. A fine orchestra is attached to the establishment, and dancing is the order of every evening in the pleasant ball-room of the house; regular balls and hops are also given every week. The table at this house is justly noted for its variety, profusion, and excellent *cuisine;* the speckled trout of the region form a specialty upon which the proprietors and their chief cook particularly pride themselves. The comfort, ease and speed with which it is possible to take a trip to Sparta from any point on the map, via the Chicago, Milwaukee and St. Paul Railroad, in addition to the wonderful and varied attractions of the vicinity, together assure for the place a leading rank among the great watering places of the United States.

BANGOR.

One of the favorite hunting and fishing resorts in the State is Bangor, 455 miles from Chicago, and sixteen miles from the Mississippi, near the La Crosse river. It is accessible by the Chicago, Milwaukee and St. Paul Railway, and offers many inducements to the sportsman not to be encountered perhaps anywhere else. Deer, foxes and wild turkeys, together with wild fowl, abound in the immediate neighborhood. A fine trout stream flows through the village, and excellent bass, pickerel, pike and other fishing is to be had in the La Crosse river near by. Good trained bird dogs may be hired here without trouble, and a large pack of fox hounds is kept by the Hon. John Bradley, who lives at Bangor in the summer. Fair hotel accomodations are obtainable.

LA CROSSE.

La Crosse, which ranks as one of the most important cities on the upper Mississippi, is a town of 10,000 inhabitants, on the east bank of the great river, at the mouth of the La Crosse. Besides its ample river communications, it has extensive and important railway connections reaching out in all directions. The Chicago, Milwaukee and St. Paul R. R. crosses into Minnesota at this point, over an iron bridge, one of the finest structures of



CHICAGO, MILWAUKEE AND ST. PAUL R. R. BRIDGE ACROSS THE MISSISSIPPI AT LA CROSSE.

the kind in the country, which was built for them by the American Bridge Company in 1876. The superstructure is of all wrought iron, for a single track railway, and consists of five fixed spans, 150 feet each, crossing the *old channel, i. e.*, between the Wisconsin shore and Minnesota Island, and of two spans 164 feet each; 1 span 250 feet, and a pivot span 360 feet, crossing the *main channel, i. e.*, between Minnesota Island and the Minnesota shore, thus making the total length of iron superstructure of the bridge 1,678 lineal feet. The substructure is of masonry resting upon pile foundations. The superstructure rests upon stone abutments and piers. The eastern terminus of the Southern Minnesota R. R. is also at this point, and close connections are made for Rushford, Lanesboro, Spring Valley, Ramsey, Albert Lea, Wells, and Winnebago City. La Crosse is 129 miles from St. Paul, and 280 from Chicago, by the C. M. & S. P. R. R.

The first white man to locate in the wilderness where now this thriving community flourishes, was Nathan Myrick, who came in 1841 and established himself as an Indian trader on the island, whence in the following year the natives allowed him to move to the site of the present city. Myrick was soon after joined by J. B. Miller, and in 1845 John M. Levy came in from Prairie du Chien. At this time the total white population was only twelve—seven males and five females. The city occupies an extremely eligible situation on a level prairie between the river and a line of bluffs some distance back of it. This prairie was once, and up to the time of white settlement, the great ball playing ground of the Indian tribes for hundreds of miles around. Every year the nations buried the hatchet and came to the smooth plain by the Father of Waters, to engage in friendly tournaments. The early French visitors called the peculiar game played *La Crosse*, and from the circumstance of this having been the grand capital of the aboriginal "national game," the settlement was called afterward by the same name. Just above the town the Black river empties into the Mississippi, bringing down its rapid current the wealth of the pineries, in the handling of which the place has such an important interest. Down this stream, which rises far up in the north-western corner of the state, many million feet of pine logs are annually rafted down to La Crosse, where the greater part is cut up into lumber.

A number of large establishments are devoted to the lumber manufacture. One of the principal is that of John Paul, Esq., an old resident, who came to the place in 1857. Since that time Mr. Paul has been intimately identified with the development and prosperity of the town. The disasters of that dark era in the financial history of the country, swamped the enterprises and means of this gentleman, but with a will to win success anyway, and with the aid of a clear head, good business judgment, and strong hands, he soon repaired the damages of the panic, and to-day stands among the leading men in the business in La Crosse and the whole North-West. Mr. Paul owns and operates a mammoth two-gang saw mill, in connection with which is all the machinery and facilities for producing lath, shingles,

CHICAGO, MILWAUKEE AND ST. PAUL R. R. BRIDGE ACROSS THE MISSISSIPPI AT LA CROSSE.

pickets, and so forth. He has branch lumber yards at Rushford, Peterso Lanesboro, Isinours, Fountain, Wykoff, Spring Valley, Dexter, Albert L Alden, Delevan, Mapleton, Good Thunder and Brownsville, Minneso and at New Albin and Lansing, Iowa.

Another lumber enterprise equally as extensive is conducted by Charles L. Colman. This now rich and influential manufacturer came La Crosse when it was yet a small settlement. In 1854 he built a mod little saw mill. He was burned out, rebuilt, was burned out again, and 1875 his present magnificent mill property was erected. Its dimensi are 60x197 feet, with two large gang saws. The capacity is 120,000 fee lumber per day. Mr. Colman is one of the heaviest operators in his l in the West, owning several large lumber yards along the line of Southern Minnesota Railroad, as well as immense tracts of pine land the Black and Chippewa rivers. He was mayor of the city in 1868, and honored and respected by his fellow-citisens to an extent that would ren almost any political ambition easy of realisation. Ex-Governor C. Washburn is also extensively identified with the lumber interest of LaCros being the principal proprietor in the property of the La Crosse Lum Company. The mill of this corporation, erected in 1872, is said to h cost nearly $100,000, and has a capacity of 125,000 feet per day.

Among the commercial institutions of the city, the first in rank is great wholesale and retail dry goods house of Mons Anderson. This c cern, of which La Crosse is excusably proud, does a business amountin over half a million dollars annually, its connections extending th ough Minnesota, Dakota and Iowa. The white marble business palace, stories high, owned and occupied by Mr. Anderson, is perhaps the m striking architectural feature of the city. Its proprietor is a native of N way; he started in business here in 1852, and has since succeeded in bu ing up a business that entitles him to the flattering designation by wh he is known through the North-West, "the dry goods prince of La Cros In addition to the concerns we have mentioned, there are many other considerable importance which we have not space to notice in detail. manufactures of leather, flour, agricultural implements and machinery extensively carried on.

A number of elegant churches, schools, county, city, and other pu buildings, strongly evidence the general wealth, culture, and public s that make La Crosse the delightful place for business and residence it is. The private houses, many of them, are homes that for tast structure and appointment are not to be exceeded in the metropolis. H accomodations in such a commercial and industrial center could not to be good. The leading hotel, the Robbins House, is everything could be desired in the way of comfort, elegance, and convenience to leading trade localities. A generous table, ample stables, airy and h somely furnished rooms, afford every facility to the tourist or business that any unexceptionable hotel can.

Among the institutions of this city may be mentioned the La-Crosse Business College. Having been founded here a little more than ten years ago, under the most adverse circumstances and against the expressed opinion of many who feared for its success, and through its able management and thoroughly practical course it rapidly advanced in public favor. Of instruction it soon became the leading institution of its kind northwest of Chicago, both in point of numbers and the success of its graduates. In the states of Missouri, Minnesota and Iowa, it has supplied so many business houses with accountants, that its name is a household word; while to some other colleges of the surrounding country it has supplied teachers of the art of penmanship. Now, without a word of explanation this may seem an overdrawn statement, but with the explanation that discarding the idea that theory was enough to secure success in teaching book-keeping, this college has kept *practical book-keepers*—those who have followed it as a business—as teachers in the commercial department; practical working operators in the telegraph department; practicing lawyers as instructors in commercial law, and the best teachers in its literary department, paying in this department a higher salary than is paid to the majority of college professors of the state, thus securing to each one of its branches that practical knowledge so necessary in fitting young men and women for the counting house and school room. With this explanation, its immense success is easily accounted for.



LA CROSSE BUSINESS COLLEGE.

CHAPTER III.

SKETCH OF MINNESOTA — WINONA — WABASHA — LAKE PEPIN — FRONTENAC — RED WING — HASTINGS — ST. PAUL — FORT SNELLING — MINNEHAHA FALLS — MINNEAPOLIS — LAKE MINNETONKA — WHITE BEAR LAKE — DULUTH — FARIBAULT — NORTHFIELD — AUSTIN.

TO a greater extent than any other the state of Minnesota is a close connecting link between the civilisation of this country and a past under conditions of unmitigated savagery. But a few years ago comparatively, and Minnesota was still a wilderness. At as late a period as 1863 the Indians were still strong enough to perpetrate the massacre at New Ulm, and to ravage a good part of the commonwealth. That was only a matter of fifteen years ago, but times have changed wonderfully in the rich, fast-settling state since then, and the theatre of strife with the aborigines is transferred to localities far westward.

Minnesota has been the lode star of adventurers from the world over for two centuries. Even when the first inklings of our north-western geography began to dawn upon the Jesuit fathers and their co-laborers in the exploration of the lakes and the Mississippi, the beautiful land beyond the great river fired the imaginations of early Canadian settlers, and even Europe grew interested in the far north-western country, as tales of its wonderful soil, climate and scenery were carried back to the outposts of white civilisation. Father Menard, a Jesuit missionary, while crossing the Kewaunee peninsula in 1658, became lost in the dense forest. His fate can only be conjectured, but he was no doubt tortured to death by the natives, as his cassock and breviary were found among the Dakotas many years afterward, preserved as "medicine charms." This devoted priest has, therefore, the triple crown of having been the first white man, the first Christian missionary, and the first martyr in the history of Minnesota. In 1680, Father Hennepin, already often referred to in these pages, christened the Falls of St. Anthony with the name of his patron saint, and the same locality was the scene of his captivity among the Dakotas. Within

a few years the romantic Baron La Hontan visited the territory, which he afterward introduced to the attention of the Old World through his geographical romance "La Longue Reviere." La Sueur, in 1700, navigated the St. Peter's as far as the Blue Earth, building a log fort, which he called L'Hullier, on the banks of the Mankato. To this pioneer is ascribed the honor of having first of our race broken the soil of Minnesota for cultivation. Captain Jonathan Carver, in the year of American indepedence, brings the record of white exploration down to the present century. Zebulon Pike published a narration of his share in the labors of the expedition to the Upper Mississipi (1802), and later the names of Cass, Schoolcraft, Nicollet and Fremont, Keating, and Long are identified with the opening up of this glorious empire to cultivation and commerce.

Before the admission of Wisconsin as a state, all that portion of Minnesota east of the Mississippi river belonged to the territory of Wisconsin. When, however, that event happened the people of the young territory were left for a time without a government, but the Hon. John Catlin, Secretary of the territory of Wisconsin, assumed the governorship, the late governor having accepted office under the state organization, and held elections for delegates to Congress, who were admitted. The territory of Minnesota was created by act of Congress March 3, 1849, and a few days afterwards General Taylor, whose presidential term had commenced the day after the bill was passed, organised a territorial government by appointing the following officers: Alexander Ramsey, Governor; C. K. Smith, Secretary; A. Goodrich, Chief Justice; and B. B. Meeher and David Cooper, Associate Justices of the Supreme Court of Minnesota; H. L. Moss, District Attorney, and Joshua H. Taylor, U. S. Marshal.

The region covered by the act organising the territory of Minnesota, is in extent about four times as large as the area of Ohio. It extends from the Mississippi and St. Croix rivers, and the western extremity of Lake Superior to the Missouri and White Earth rivers on the west, a distance of over 400 miles; from the Iowa line (latitude 43 deg. 30 min.) on the south, to the British line (latitude 49 deg.) on the north, also a distance of over 400 miles—the whole comprising an area of 166,000 square miles, or 106,000,000 acres. At one point along the northern boundary, viz.: Lake of the Woods, the line extends to 50 deg.—a fact not generally known—while on the southwestern part it extends for seventy miles below the Iowa line to the junction of the Missouri and Sioux rivers, in latitude 42 deg. 30 min.; thus running through seven and a half degrees latitude, or a distance due north of 525 miles.

"Almost the whole of this is a fine, rolling prairie of rich soil, a sandy loam, adapted to the short summers of the climate, and which produce bounteously, nay luxuriantly. The surface of the country, excepting the Missouri plains, is interspersed with numerous beautiful lakes of fresh water—abounding in the finest fish, and their banks covered with a fine

growth of woodland. The land is about equally divided between oak openings and prairies, the whole well watered by numerous streams navigable for steamers."*

During the few years that have elapsed since Minnesota came into political being, vast changes have occurred within and without her borders. Rich cities line the banks of her rivers. The great Mississippi rising in one her own lakes, Itasca, flows to the Gulf of Mexico, its surface unceasingly tormented by the buffetings of numberless paddle wheels, that move the commerce of an empire. Far reaching iron arms stretch out from her centers, gathering to her storehouses the wealth of a vast region, and bringing to her borders the people of the world. Far to the northwest even of Minnesota the tide of emigration has set, while the country westward is rapidly filling up with settlers. Great as is the present importance of the North Star State, productively, commercially, and politically, it is as nothing compared with what it must become when the promise of the future great empire of the Golden Northwest shall have been fulfilled.

WINONA.

Winona, named for the beautiful Indian maiden of the local legend which has been immortally preserved by the pen of Longfellow and others, lies on the western shore of the Mississippi river, on a broad expanse of prairie. Like many, indeed almost all important points in the North Star State, it is famous for the salubrity of its climate, invalids flocking here from every quarter of the country. Generally known as the Queen City of Minnesota, the town has many claims to the title. The largest city in the southern part of the state, it is favored in being one of the leading grain markets of the Golden North-West. Added to this it is the seat of the State Normal School, an institution noted for its educational advantages. The surroundings of Winona are delightful, but the tourist must journey a little before finding the hotel facilities necessary to an enjoyment of the lovely region around. These will be found near by, and the reader will read of them in the following papers.

WABASHA.

Stopping in the wealthy modern city of St. Paul, and glancing over its princely places, its great warehouses and broad business thoroughfares, the traveler would scarcely imagine that within seventy miles the wildest scenes of nature could be encountered, and all the excitements of frontier life enjoyed. Yet the lovely resort and hunting ground of Wabasha is only that far away from the capital. Opposite from the mouth of the Chippewa river, and at the southern limit of Lake Pepin, this point combines natural attractions and commercial advantages with considerations of the greatest historical interest. As to the former, there is the navigation of the upper Mississippi, and the traffic on the Chippewa, navigable for steamers for ninety miles from its mouth. And as to the latter, here it is that the cap-

*Minnesota and its Resources.

ital of the great Sioux nation existed for centuries before the pale face of the European arrived to disturb the savage rule of the red man. All the grand councils of the various tribes included in this confederation as a family, were gathered together here periodically. Ambassadors from nations far distant were received and feasted much as civilised people receive and *fete* such functionaries now. At Wabasha the wigwam of the grand sachem was located, and from this point radiated the governmental administration, such as it was, of the Sioux or Dakota Indians.

But about the ancient Indian capital traces of a still older race exist, and the archæologist may find at this place ample opportunities for the pursuit of his special science. As in other localities along the Mississippi, the Mound Builders have left here the traces of their handiwork. Hundreds of mounds surround the present city, inviting the curious to delve into their depths and unearth the hidden historical treasures that must lie there buried.

The vicinity is the point of entrance for numerous steamers into the Mississippi, and besides the Chippewa, already referred to, the Tombia and many smaller streams discharge near here their wealth of crystal tribute to the Father of Waters. Everything calculated to entrance the sportsman, angler, or idler, is spread out here with the profusion only known to bounteous Nature. Game fish of all varieties, and wild fowl, together with deer, elk, foxes, wolves, and other game in plenty, make the neighborhood of Wabasha the paradise of the hunter and fisher.

From the summit of the bluffs that rise back of the town, the view is gained of Pepin and the contiguous country, a landscape, including points and beauties, to be discussed in succeeding numbers.

LAKE PEPIN.

We leave the bright little town of Wabasha, rich in its history, as the capital city of the Sioux Kings, long before the restless, busy Anglo-Saxon with his iron horses, and puffing, smoking marine monsters came to disturb the quiet of the land and waters of Minnesota. We leave it with regret, softened by anticipations of a feast to the eye and mind, the glories of which have been painted in rosy tinted hues upon the canvas of our imagination for years. Only a few miles distant, and on the same side of the river, we find the village and port of Read's Landing, opposite the mouth of the Chippewa river, and half a mile below Lake Pepin, the objective point of this particular trip. If the reader could only realise from experience of the thousand beauties, each one susceptible of almost illimitable subdivision, which cluster about this region of pure and sublime beauty, he might understand the difficulty of conveying even a faint idea of the subject, within the limits of a brief sketch. All that might be written of the lovely lake and its surroundings, would alone fill a volume larger than this one.

It has been wickedly said by somebody, that there is a large and respectable class of people in the East, who like to stand on Plymouth Rock, and gazing seaward, call everything behind them, "out West!" It is probably some such sort of folk, who ignoring the wonderful beauties of their own favored land, rush annually, before the snows are melted from their roofs, to secure passage across the ocean for their summering in the old world. To people of that kind, this wonderful manifestation of nature's loveliness would probably represent nothing more than a big pond in the far North-West, whereas in reality the facilities of modern travel bring the locality practically to their very doors, and afford the opportunity for visiting a scene of interest and grandeur not to be exceeded, and hardly ever equalled, by the famous but hackneyed sights and sites of Europe. I couldn't help meditating in this vein, as reclining on Templar Rock, one day, I drank in with the pleasures of a sunset on Lake Pepin, its clear, calm waters, lit up by the unspeakable splendor of eventide in the Golden North-West.

Lake Pepin is not, strictly speaking, a lake at all; that is, it is not entirely surrounded by land; and that at least was considered necessary before a body of water could set itself up in business as a lake, when the writer was at school. In reality the "lake" is only a part of the mighty Mississippi, which widens here for five and twenty miles, forming a distinct body to all intent, from three to five miles in width. It is distant but three hundred and forty miles from Chicago, and only about sixty-five from St. Paul, and is only but easily and very comfortably accessible by land via the Chicago, Milwaukee and St. Paul R. R. A single day's ride from the western metropolis, and there you are! Remembering that Lake Pepin is a part of the "Father of Waters," you will be surprised at the entire absence of any perceptible current here, and if you have ever traveled on the lower Mississippi you will not unwillingly miss the tawny color of the water you hesitated so long to drink. The clear, deep, unbroken expanse of water is an astonishment to the tourist who never before visited the upper Mississippi. Not an island dots the surface of the lake to obscure the view of its surroundings, and the clear, high atmosphere of the region constitutes a telescope without speck or flaw, through which the eye may discern objects at distances inconceivable to those unacquainted with the Golden North-West. Encircling the lake innumerable giant bluffs raise their lordly battlements, in all the variety of form and design in which Nature's divine architect has so delighted to mould his work. Many of these bluffs rise to an altitude of 500 feet, and in size, as well as in form, there is every conceivable diversity. Sharp, peaked pyramids relieve mounts whose gently curved lines again set off magnificent cones, and these form foils to huge, square, castellated masses, reminding one of historic piles seen long ago in the not more lovely Rhineland. Never did mirror of faultless crystal reflect the image of woman's beauty more perfectly, than do the waters of this lake reproduce the inverted images of these


LAKE PEPIN ON THE CHICAGO, MILWAUKEE AND ST PAUL R. R.

titanic sentinels, who for untold ages have looked calmly upon their reflections in its bosom. Clear cut, sharp and vivid, every tree, bush, shadow and cloud are seen in the mysterious depths of Pepin.

Among the points remarkable, even where everything is remarkable, "Sugar Loaf," a large bluff whose contour is suggested by its name, and "Maiden Rock," are worthy of particular mention. The latter especially will always excite the lively interest of all who visit the spot, and the recital of the sad legend, to which the lofty, fearful height owes its designation, must ever impress the hearer with thoughts of more than passing sadness and sympathy. The legend has been told around camp-fires, by the dusky sons of the neighboring forests, related again by early pioneers to the present generation, and it has won a place in both the prose and poetry of our race and time; still even yet it is not widely known, and I may be pardoned for repeating it. As a tale of woman's love and devotion, of faith and desperation, ending in a tragic death, worthy the proud daughter of a savage monarch, the legend of "Maiden Rock" deserves immortality.

"A chief of the Dakotas, called by the French La Feuille, had a beautiful daughter known as Winona. Lovely as only the Indian maiden of early day was known to sometimes be, ere yet the taint of our contact had degraded the race, Winona was peerless among the Dakota belles. It was whispered that the rose tint in her cheek, that distinguished her from her sisters of the forest, arose from blood inherited honestly from a Canadian beauty that her princely father had captured and loved—and killed in a fit of jealousy. As the maiden grew to maturity, the squaw life of the tribe palled upon her. She detested the menial labor of the field; she contemned the advances of the young braves whose very glances her female companions sighed for. The old chief, her father, looked with suspicion upon her antipathy to the traditions and customs of the tribe, and often wished the rose blush in her cheek might die out, that the bitter memory of his white love might also vanish. For in this color, peculiar to his white enemy, he superstitiously detected "bad medicine." As Winona neared the age of sixteen, her father determined that the taint should be flooded out by a pure Indian union, and cast about him for a proper suitor. With all his harshness he yet loved the maiden, and was willing within some limit to consult her wishes. About this time a young white hunter, whose name history has failed to record, appeared among the tribe. Every drop of European blood inherited by Winona from her white mother, throbbed in her veins as the pale stranger whispered in her willing ear his tale of love and longing. To him the lovely half-breed plighted her troth, and went on her knees before the chieftain for his consent to their nuptials. La Feuille was inexorable; the white man's children should never call him ancestor, and the pale faced lover was thrust forth from the camp. That further trouble should be saved, a husband was at once picked out for Winona, a warrior who, though poor, had made an excellent record for loyalty

and bravery in the tribe. Her brothers presented him with the outfit considered proper for the bridegroom of a princess, the medicine men one and all decided that the union was the most auspicious event that could happen the band, and everything was prepared for the event, which poor Winona regarded as a sacrifice worse than death.

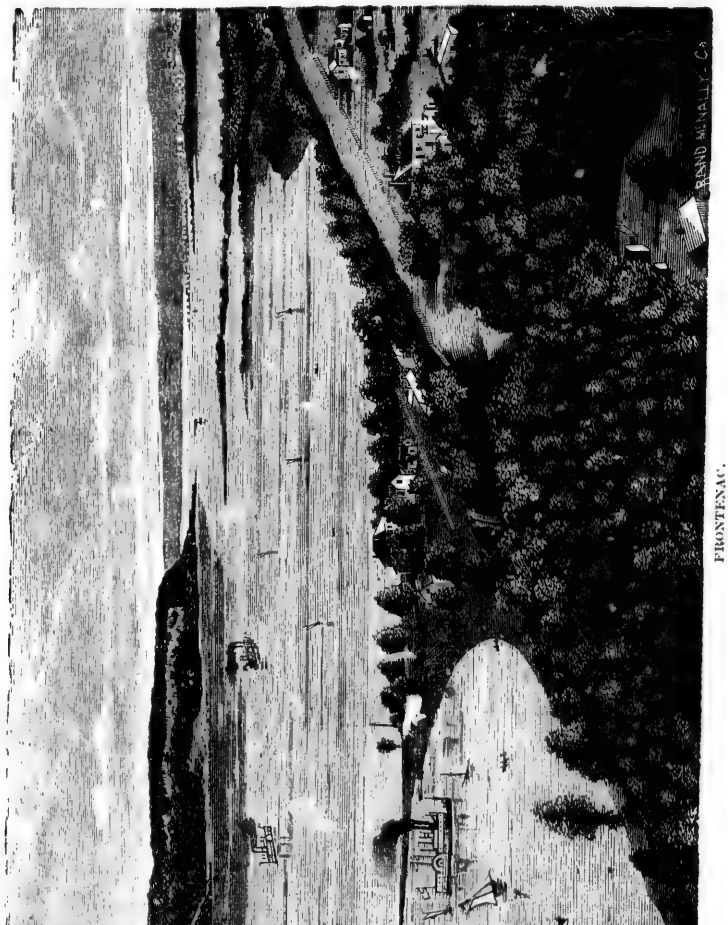
At this time her tribe and family departed from their habitation on the St Peters river, to visit the locality where Prairie du Chien now stands. Before crossing the Mississippi they halted at the bluff celebrated in these days as the "Maiden's Leap." At the foot of this the Indians were wont to gather blue clay with which to paint themselves. Here, surrounded by



MAIDEN ROCK, ON THE MISSISSIPPI.

all the natural beauties that the savage mind could appreciate, it was determined to hold Winona's wedding. Day after day the company halted, and the dusky wooer pleaded. Gentle means failing, severity and threatened torture was tried. At last poor Winona, deprived of her lover and sentenced to live with a man she loathed, on the day appointed for her marriage, climbed to the top of the cliff, and in full sight of her companions and relatives, upbraided them with their cruelty, and began her death song. The desperate resolve of the princess was evident, and while the old chief stood below and begged her by all the filial obligations her faith demande

to desist, her brothers ran with lightning fleetness to reach her ere yet it was too late. But with the determination unchanged by pleading or threat, she denounced the father and family who had broken her heart, and precipitated herself from the brow of the cliff into the depths below. Where Winona's body struck the water, tradition says the crystal flood always boils and bubbles at night. The truth of this might probably be learned from the hundreds of youths and maidens who visit the spot by moonlight of summer evenings. But perhaps their own affairs occupy too much attention to leave room for thought of poor dusky Winona, who died rather than marry without love.



FRONTENAC.

FRONTENAC.

The accompanying view will afford the reader a faint conception of the beauties of Frontenac. But it is scarcely to be expected that a small illustration should convey to the mind a scene which an intelligent verdict has designated the "Newport of the North-West." Situated as it is on Lake Pepin, it is scarcely necessary to say much of its surroundings, since they are treated of in another place. The natural attractions of the place are greater than any other in the state, considered as a combination of hunting, fishing, boating, bathing, and the numerous delights of a fashionable watering place. Frontenac is not only what kind nature has designed it should be, but art and civilisation have molded the raw material until at this time it presents the aspect of a great resort richly deserving of the flattering name it has been accorded. To the thousand points of interest up and down the lake, and in and out of the great and smaller rivers about, steamers and steam yachts ply incessantly; while the sailing for scores of miles, for pleasure boats, is not anywhere to be excelled. One particular lure held out by Frontenac will be ever appreciated by the sportsman: it is one of the few localities left in the North-West, anywhere near civilisation, where the grouse shooting is good. This fact is not unknown to our votaries of the gun and bag, and hundreds hie themselves every season to the delightful hills and dales of this vicinity, intent upon the honorable slaughter of the noble bird.

The village itself is not visible in the cut presented. It stands upon a plateau above and a little distance back of the river. The long, sharp cape seen extending into the lake, is Point au Sable, whereon tradition tells us the earliest military post established in the region was erected, far back in the past, when Count Frontenac was French governor of Canada, and sent out the first expedition for the exploration of the Mississippi river. There is an excellent hotel at this place, located only a few rods from the neat depot of the Chicago, Milwaukee and St. Paul Railroad, by which line the beautiful resort is easily reached from any place in the country.

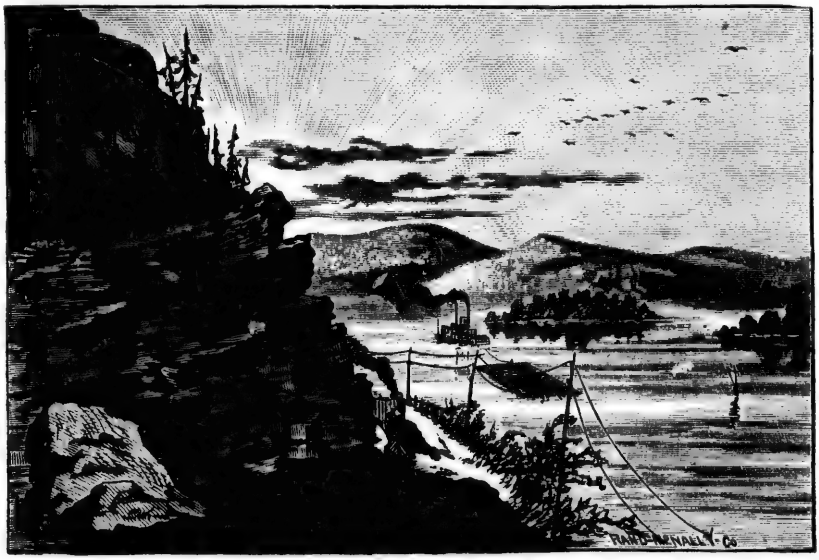
RED WING.

Red Wing is a flourishing town, supplying a thickly settled and rich agricultural country, of which it is the business centre. It is also the county town of Goodhue county. Red Wing is 369 miles from Chicago, and forty from St. Paul, on the Chicago, Milwaukee and St. Paul R. R. It does not possess any particular attractions not shared by the many other prosperous communities to be found in every part of the state.

Near Red Wing the C. M. & S. P. road makes a curve around Barren Rock, on the very edge of the river. At this bend of the Mississippi one of the noblest views to be encountered in the West, feasts the eye. A broad expanse of water, backed by hills and valleys extending to the distant horizon, and covering a range of many miles, constitutes a landscape of almost unequaled grandeur.

HASTINGS.

This interesting town, with a population of 5,000, is the county seat of Dakota county, and is a place of more than a little commercial and industrial importance. It is situated on the west bank of the Mississippi, at the crossing of the Chicago, Milwaukee and St. Paul R. R., nineteen miles from St. Paul. The white settlement was begun in 1852, and since that time the adjacent country has grown in population to an extent that renders Hastings a considerable local market. The manufacturing enterprises conducted are: two saw mills, three large flouring mills, two foundries, several cabinet ware and wood-work factories, four wagon factories, and other establishments of less importance. Hastings is not deficient in ob-



BEND OF THE MISSISSIPPI, NEAR HASTINGS.

jects of interest. The interesting formation known as the limestone walls occur near the railroad crossing, extending for some distance on the river. They are not high, but singularly regular and perfect in form, and surmounted by bluffs covered with bright verdure, form a spectacle ever to be regarded with admiration. The Vermilion Falls, a handsome fall sixty feet high, in the neighborhood, besides fishing and hunting grounds of great desirability—all these in combination render Hastings a place worth visiting.

ST. PAUL.

One of the most important political, commercial and railroad centres, not only in the North-West, but in the whole country, is St. Paul, the capital of Minnesota and county seat of Ramsey county. The two great lines of the Chicago, Milwaukee and St. Paul Railroad here form a junction,

extending as a single line to Minneapolis. Here is also the southern terminus of the St. Paul and Pacific, and the Lake Superior and Mississippi Railroads; the western terminus of the West Wisconsin, and the north-eastern terminus of the St. Paul and Sioux City Railroads. St. Paul is situated on the banks of the Mississippi, 2,041 miles from its mouth where it empties into the Gulf of Mexico, to which it enjoys the advantages of continuous navigation. The Minnesota empties into the Mississippi five miles above the city, and the Falls of St. Anthony are eleven miles above. The location of the city is a very eligible one, on the east bank, at the foot of a range of bluffs rising at its back from fifty to one hundred feet, and crowned with the elegant homes of wealthy citisens.

St. Paul antedates all the other settlements in the state. Its location was mentioned by Father Hennepin, after his visit in 1680. The captivity of this pioneer missionary has been already mentioned in the short paper on Minnesota. In 1767 Captain Jonathan Carver from Connecticut, who had served with distinction in the French wars, started on a speculative exploration of the North-West territory, and according to his own account made a treaty with the Indians in Carver's Cave, an interesting natural cave yet in existence within the city limits of St. Paul, under Dayton's Bluff. Carver's account of this treaty, by which he claimed to have received a large tract of land in and about the site of the city, has always been regarded *cum grano salis*, and we believe his assertion that he was elected a chief of the Dakotas, rests upon no better foundation than his own word. However, this adventure is entitled to the credit of bringing this rich region to the notice of his countrymen, and thus without doubt accelerating the day of its final settlement. Whatever else may be said of Carver, his prophetic vision of the future greatness of the Golden North-West entitles him to rank as one of the most far-seeing "prospectors" of his own or any other time. He says of it: "To what power or authority this new world will become dependent after it has arisen from its present uncultivated state, time alone can discover. But as the seat of empire from time immemorial has been gradually progressing toward the west, there is no doubt but that at some future period mighty kingdoms will emerge from these wildernesses, and stately palaces and solemn temples with gilded spires reaching the skies, supplant the Indian huts whose only decorations are the barbarous trophies of their vanquished enemies."

The first actual settlement of the town was made in 1838, by a Canadian named Parrant, immediately after the Indian title to the lands east of the Mississippi had been extinguished. This pioneer built a cabin where Bench street now passes. Where Catholic block now stands, in 1840 Father Gaultier built an humble log chapel and established the mission of St. Paul, and the settlement henceforth took its name from the mission —another evidence of the wonderful effect the Catholic missionary enterprises in the North-West have exerted upon the civilisation of the section.

Building up a considerable river trade, and trade with the Indians, the little village grew slowly until 1849, when the territory of Minnesota was organised with St. Paul as its capital. A new life was infused by this accession to its importance, and before the end of that year several hundred inhabitants breathed the invigorating air of St. Paul.

With the exception of Minneapolis, Minnesota's commercial and manufacturing metropolis, St. Paul is the largest and most important city in the state. The population does not fall much short of 30,000, and a very wealthy, cultivated and influential community has grown up here within the past generation. A little friendly rivalry has existed between this the political centre of the state, and its next door neighbor and rival, but comparisons would be invidious and unnecessary. St. Paul the capital, and Minneapolis the metropolis, will ever go hand in hand to secure the aggrandisement of their glorious commonwealth in the directions which Providence has variously endowed them with abilities and advantages to accomplish.

St. Paul became an incorporated city March 4, 1854, its domain covering 2,400 acres. This area was increased, in 1856, to 3,200 acres, its present limits. It is to be regretted that we have not space to relate in detail the struggles of the plucky, self-confident town, nor to sketch the careers of those brave and wise pioneers whose efforts have made St. Paul the prosperous capital of our day. But among the latter it would be improper not to say a word of one whose abilities and enterprise have been not among the least of the factors in the development of this important point. Captain Russell Blakeley, a pioneer steamboat man of the Upper Mississippi, has done as much as any one else to push the commerce of St. Paul. He was born in Massachusetts in 1815, and after spending his early life in Western New York, Peoria and Galena, Illinois, and Virginia, he returned to Galena in 1847, and engaged in that year as clerk on the "Arno," a Mississippi steamer, that soon after sunk. He afterwards commanded the "Dr. Franklin" for some time. Through these connections and later, as captain of the "Nominee," in 1853, the celebrated packet "Galena" in 1854, burned at Red Wing in 1858, Captain Blakeley became widely and popularly known; perhaps had the largest acquaintance of any man in the Northwest of that day, for one time or another he carried almost every inhabitant of the region up or down the river, on some one of the boats he commanded at various times. Captain Blakeley became agent for the Packet Company, at Duluth in 1855, and not long afterward bought the interest of C. T. Whitney in the Northwestern Express Co. He became a resident of St. Paul in 1856. "Soon after the firm became largely interested in mail contracts, stage and transportation lines, etc. * * * * The business is now continued by Captain Blakeley and C. W. Carpenter, Esq. Captain B. is also largely interested in the railroad business, being a director of the Sioux City Railroad, and is a

member of several other business organisations, contributing largely, both in capital and time, to promote the prosperity of the city and state, and build up its literary and other institutions."[1]

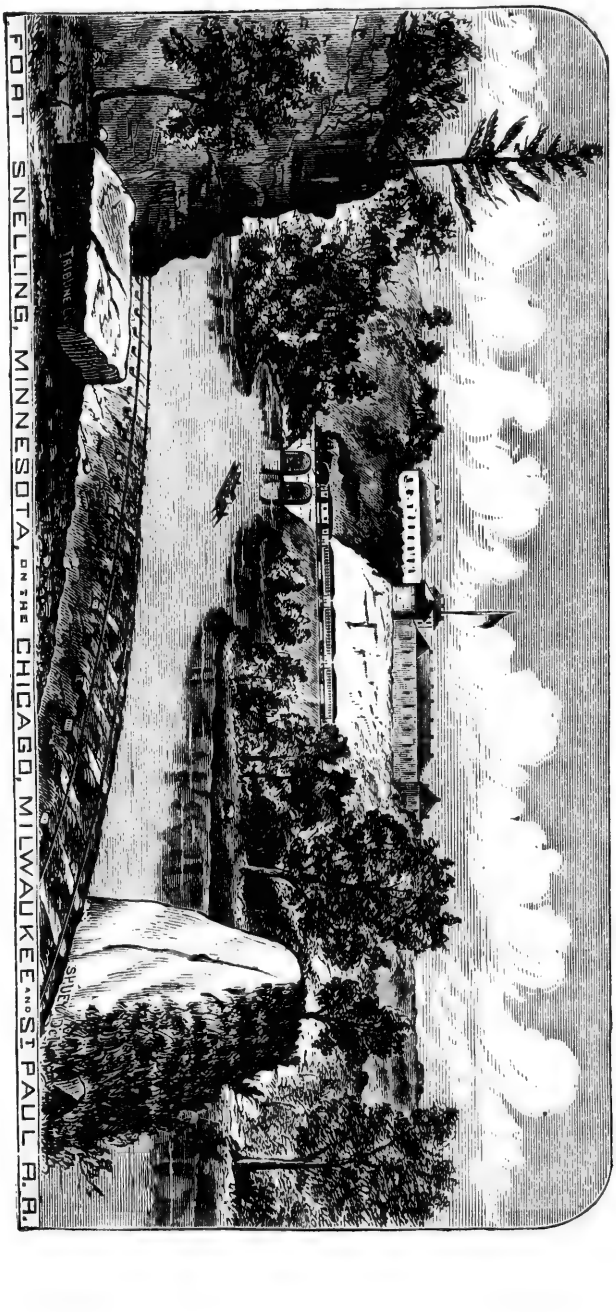
No description of St. Paul would be complete without some reference to "Old Bets," than whom, during her lifetime, there was not a better known character in the city. Bets was a squaw of the Sioux nation. Her native name was Aza-ya-man-ka-wan or berry picker. She was born near Mendota in 1788, and was at the time of her death only 75 years old, though she was generally supposed to be 100. She was married after the Indian fashion, to Ma-za-sa-gia, or Iron Sword, who died a few years subsequently at Mendota. She had several children, of which one daughter was living not long ago in St. Paul. A son named Ta-poi, or "Wounded Man," born at Mendota, became somewhat noted as a convert to Christianity, and, after his death at Faribault in 1869, Bishop Whipple published a fine volume of his biography, with an engraved portrait. A town in southern Minnesota has been named for him. One of her brothers was He-in-doo-ka, a famous warrior, prophet and medicine man, who was killed by the Chippewas some years ago. 'One Legged Jim' was another brother of Old Bets. He lost a leg in a skirmish and used to peg around on a wooden stump."[2]



OLD BETS.

"She was a privileged character in many ways, and no old settler (she knew them all) would refuse her request for *kosh poppy* (money.) During the Sioux war she was very kind to white prisoners, and possessed other good traits. She was a convert to christianity shortly before her death, by Father Ravoux. When her last illness was known the Chamber of Commerce subscribed a sum of money for her comfort, and she had a christian burial. She died in 1873 at Mendota."[2]

1 History of St. Paul.
2 Ibid.


FORT SNELLING, MINNESOTA, ON THE CHICAGO, MILWAUKEE AND ST. PAUL R. R.

FORT SNELLING.

In 1820 a detachment of the 5th Regulars, commanded by Colonel Josiah Snelling, commenced to erect the fort now known as Fort Snelling, on the bluff two miles below Minnehaha. The work was not completed until 1822, and was at first called Fort St. Anthony, but in 1824 Gen. Scott visited it, and was so well pleased with the location and construction of the fort that he requested the War Office to give the post the name of its efficient constructor, and it was accordingly called Fort Snelling. The natural situation affirms the good taste of the projector. The fort is built upon a high bluff, at the point where the waters of the Minnesota and Mississippi unite. The earliest army station of the United States in Minnesota, Fort Snelling, will ever be surrounded by reminiscenses that must make it and its beautiful site interesting to both citisen and stranger for many a day. Those who have once seen its battied front rise high above the verdure at the base of the cliff; who have looked upon the rugged rock just beneath its walls, and above all these the walls themselves, with bastion and angle, prim, grim and fitting for the home of Mars, will scarcely fail to hope that the *reveille* may sound for a thousand years within these same enclosures, and that the starry banner waving over the fort may never fail to float in the breeze, while Anglo Saxon blood remains on the continent, to commemorate the strifes and triumphs of early settlement in the Northwest.

MINNEHAHA FALLS.

"As one sees the Minnehaha,
Gleaming, glancing thro' the branches;
As one hears the Laughing Water
From behind its screen of branches."

The lovely Falls of Minnehaha, perhaps as well known to the world as any feature of American scenery, through the immortal poem of Hiawatha, are located on Minnehaha river, which is the outlet of Minnetonka and other lakes in the vicinity. It is a shallow, clear stream; its bed covered with pebbles of crystal and opal, and its surface broken with numerous little islands. Rushing merrily around among these in its rapid career, it suddenly takes a bound over the falls. For ages the basin in which the water pours as it tumbles over the rock in one solid sheet of silver sheen, has been hollowing, until a large, deep cup has been formed, into which Nature's glorious beverage is drawn, clear and sparkling, from the eternal fountain.

The volume of water is limited, but, as a writer has prettily said, "it appears to more advantage at its lowest than at its highest volume; for the chief beauty of the falls is in the crossing of the delicate spiral threads of water, producing an effect which reminds one of fine lace." A couple of hundred feet below there is an old wooden bridge, whose span is only

thirty feet, showing the modest scale upon which the beautiful cascade and its immediate surroundings are constructed. From the bridge a delightful view of the face is obtained, as it pours unceasingly into the basin sixty feet below its crest.

The narrow gorge from the center of the falls to the bridge is in the form of an ellipse with a depth of about sixty feet. The summits are cov-

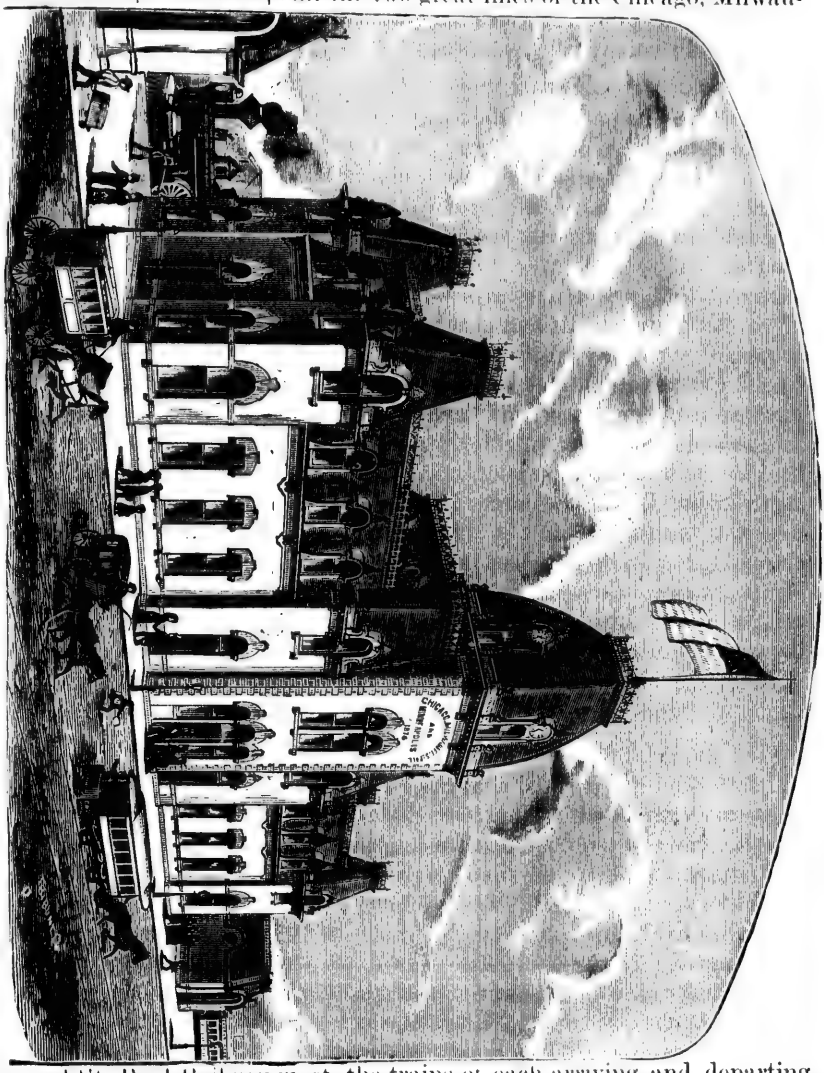


THE FALLS OF MINNEHAHA.

ered with forest trees of many varieties. The bluffs descend gradually from below the bridge to the water's edge, the shore continuing heavily fringed with dense foliage. Behind the thin, transparent veil of water at the falls a path allows the visitor to pass, affording a cool spray-bedewed halting place not the least among the beauties of Laughing Water.

MINNEAPOLIS.

The "North Star City," as the rich and growing city of Minneapolis is proudly called by the people of Minnesota, is the county seat of Hennepin county, beautifully situated on both banks of the Mississippi, at the Falls of St. Anthony. At this point the two great lines of the Chicago, Milwaukee and St. Paul Railway meet, the trains of each arriving and departing from the same place. In addition to this, the Brainerd branch of the Northern Pacific line connects at Sauk Rapids with the St. Paul and Pacific for Minneapolis, whence trains are run through by this connection to



CHICAGO, MILWAUKEE AND MINNEAPOLIS DEPOT.

Bismarck, D. T., making this route to the Black Hills considerably shorter than any other. Another important commercial outlet is found through the St. Vincent branch of the St. Paul and Pacific road, by its new extension from Fisher's Landing to the state line, where it will connect with the Canadian road to Fort Garry. Thus it will be seen that the entire Northwest is reached by the Chicago, Milwaukee and St. Paul road through its Minneapolis connections, opening up for that city a commerce in all directions, of which no rival can ever deprive the North Star Metropolis.

The early history of Minneapolis is replete with the struggles of new settlements in the West. It has gone through dark times, often with every circumstance pointing to failure as a point of any importance. The first white settler, Franklin Steele, Esq., located a claim in 1837, a few weeks after the treaty with the Indians had been negotiated. This claim was on the east side of the river, just opposite the Falls of St. Anthony. Others followed, and ten years later a small settlement called the Village of St. Anthony's Falls had grown up. "At this time all the territory now occupied by the city on the west side of the river was included in the Fort Snelling reservation, and was not open to settlement. In 1849, Col. John H. Stevens secured a permit from the government to build and occupy a house on the west side of the river, which he did, keeping a ferry across the river above the falls, near where the suspension bridge is now located. In 1851, Dr. A. E. Ames and Joel Bassett crossed over and located on the west side, and the year following several others staked out pre-emption claims, forming the nucleus for a village. During the next four years Minneapolis continued to improve, and the initiatory steps were taken to utilize the vast water power on the west side. In the meantime, the village of St. Anthony Falls continued to improve rapidly; several flouring mills were erected, and in 1855 the city of St. Anthony was chartered, and Henry T. Welles elected the first Mayor."*

The financial disasters of 1857 checked the progress of the young town, which, however, advanced again in 1860, the Water Power Company having so far completed their works that mills were in operation. At this time the united population of Minneapolis and St. Anthony was 5,821. The outbreak of the civil war in '61 again brought the development of the place to a standstill, and it was not until 1864 that the marvelous growth which has ever since marked the career of Minneapolis, began. It was incorporated a city in 1867, and in 1870, with the nominally distinct line of St. Anthony, which, however, was always really a part of the community, there was a population of 18,000. The two were united in 1873, taking the name of the larger, "Minneapolis." According to the state census of 1875 the city had 32,721 inhabitants, and this number has been since increased until at the present time a close estimate gives Minneapolis a population in round numbers of 42,000.

* Report of the Board of Trade.

The greatest natural source of wealth possessed by Minneapolis is its magnificent water power. This resource has been so well described by C. C. Sturtevant, Esq., secretary of the Minneapolis Board of Trade, in his report for 1877, that we take the liberty of reproducing his remarks on that subject entire:

"The vast water power which has given to Minneapolis her pre-eminence as the great manufacturing center of the Northwest, and is destined to make it the chief commercial city of the state, is furnished by the Mississippi river, which has a fall of eighty-two feet within the city limits. The volume of water passing over these falls and rapids at the ordinary stage has been estimated by competent engineers at 120,000 horse power. Most of it can be used with the present improvements with from forty to sixty feet head, and the entire flow is available for manufacturing purposes. The first practical use made of this power was in 1848, when a dam was built from Hennepin Island to the east shore, and four saw mills erected on it. It was not until 1857, however, that the present substantial improvements were fairly inaugurated. On the 26th of February, 1856, the St. Anthony Falls Water Power Company was chartered by the territorial legislature, and on the 27th of the same month and year the Minneapolis Mill Company was chartered. Both charters are perpetual. The former controlling the water from the center of the channel on the west side of Hennepin Island to the east shore, the latter from the same point to the west shore.

"Robert Smith, of Alton, Illinois, was the first president of the Minneapolis Mill Company, and in 1857 W. D. Washburn, Esq., was appointed secretary and agent. The same year C. H. Bigelow, of Lawrence, Mass., a civil and hydraulic engineer, made surveys and submitted plans for improving the water power of the Mill Company. The construction of the dam and opening of the canal commenced in September, 1857, and the dam was completed in January, 1858. The first flouring mill (the Cataract) was built by Eastman & Gibson, the same year.

"The appliances for controlling and utilizing the water power of this company consist of a low or waste dam built on the ledge, commencing in the center of the channel of the river and connecting with the dam of the St. Anthony Water Power Company, thence running down stream diagonally towards the westerly shore 400 feet; thence a high dam again down stream, parallel with the shore 500 feet, forming a pond above the mills; thence at right angles 400 feet to the pier at the head of the canal, upon which last portion is built the block of saw mills. With this dam a head of thirteen feet is maintained, and a sufficient supply of water directed to the canal, while the large proportion of the water passes over the low dam and is wasted on the falls.

"The canal is excavated along the shore 350 feet to a point opposite the brink of the fall, of a width narrowing from 80 feet to 55, and below this

point 500 feet further of a uniform width of 55 feet, and carrying a depth of fourteen feet of water.

"The mills located upon the property improved by the Minneapolis Mill Company are as follows: Upon or near the canal, and supplied with water therefrom—sixteen flouring mills, 181 runs of stone; one woolen mill; one cotton mill; one iron works; one railroad machine shop; one planing mill, sash, door and blind factory; one paper mill; one 300,000 bushel grain elevator; one machine shop; one mill furnishing shop; one carding mill. Upon the dam of the company—seven saw mills, having nine gangs, seven double circulars, and other appropriate machinery; daily capacity, 900,000 feet. Upon the river bank above the canal, and discharging water through the First street tunnel—one saw mill; one planing mill; one machine shop; the city water works. The total amount of power utilized by the company is about 4,500 horse power.

"The present officers of the company are: Gen. C. C. Washburn, President; R. J. Baldwin, Treasurer; William D. Hale, Secretary and Agent; C. C. Washburn, D. Morrison, W. D. Washburn, R. J. Baldwin and C. J. Martin, Directors.

"The improvements of the St. Anthony Falls Water Power Company consist of a dam from the east shore to Hennepin Island, 400 feet up the shore of Hennepin Island, 650 feet from head of island, west 200 feet, thence diagonally to the dam of the Minneapolis Mill Company, 600 feet; total length of dam, 1,850 feet. The company has sold eight saw mill sites on the dam in the east channel, which, together with two flouring mills, one machine shop and other mills, renting power for manufacturing purposes, utilize about 1,300 horse power, under varying heads. The whole water fall on the company's lands is 69 feet. In all further developments it will be the aim of the company to use the water under a head of from forty to sixty feet, voiding the water through a tunnel or tail race now excavated in the sand rock under the limestone ledge.

"The original improvements, made at an early day, amounting to some twenty mills of different kinds, were destroyed, mainly by fire, some eight years since, and have been replaced by substantial structures. The company are now in a condition to utilize to the highest capacity the power controlled by them, and it offers to manufacturers a field unsurpassed in the Northwest.

"The present officers of the company are: Richard Chute, President; Samuel H. Chute, Agent; Ernest Ortman, Treasurer.

"In addition to the mills located on the power controlled by these companies, there is one large paper mill and one double saw mill in operation. By the above it will be seen that only a small portion of this vast water power is now in use, while the improvements of these companies have rendered the whole flow of water available.

"The location of this vast water power is such as to add largely to its value and availability for manufacturing purposes. It is at the gateway through which the products of Minnesota and Dakota must pass to find a market. The wheat crop of Minnesota alone, in 1875, amounted to over 30,000,000 bushels, and the area in cultivation is increasing largely every year. The immense pine forests on the upper Mississippi and its numerous tributaries, must pass through this gate.

"The falls form a barrier against the rafting of logs and lumber from above to the river below; consequently most of the 2,300,000,000 feet of pine, now growing to the north, must be manufactured at this place, preparatory to being shipped to the south and west to supply Iowa, Missouri, Kansas, Nebraska and Dakota with the pine lumber of which those states are destitute.



MINNEAPOLIS SUSPENSION BRIDGE.

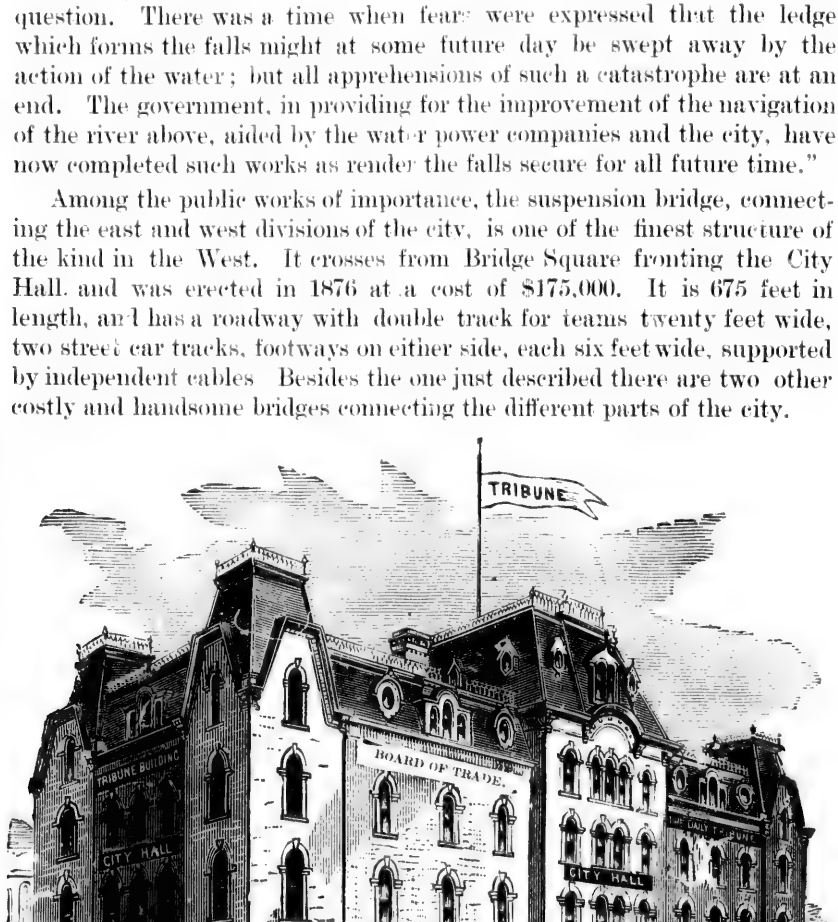
"These two branches of manufacturing—flour and lumber—and the field for future extension, are named for the reason that they were first introduced, and have assumed larger proportions than any other. The facilities for other branches of manufacturing are equally good, and are being developed, as will be seen by the report of manufacturing in the city for 1876.

"The system of railways now in operation, centering in this city, with the Mississippi river navigable to the Gulf, and with slight improvements, already commenced by the government, four hundred miles to the north, furnish ample facilities for transporting the product of manufactories to the markets of the world.

"The motive power, the raw material, and the subsistence for the operative, are all here, side by side. Let the capital come and utilize the whole, where Nature has provided such ample facilities.

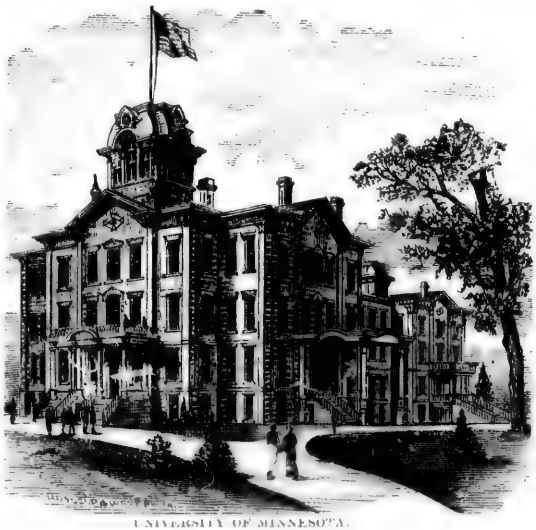
"The permanency of this water power is now established beyond a question. There was a time when fears were expressed that the ledge which forms the falls might at some future day be swept away by the action of the water; but all apprehensions of such a catastrophe are at an end. The government, in providing for the improvement of the navigation of the river above, aided by the water power companies and the city, have now completed such works as render the falls secure for all future time."

Among the public works of importance, the suspension bridge, connecting the east and west divisions of the city, is one of the finest structure of the kind in the West. It crosses from Bridge Square fronting the City Hall, and was erected in 1876 at a cost of $175,000. It is 675 feet in length, and has a roadway with double track for teams twenty feet wide, two street car tracks, footways on either side, each six feet wide, supported by independent cables. Besides the one just described there are two other costly and handsome bridges connecting the different parts of the city.



MINNEAPOLIS CITY HALL AND POST OFFICE.

Throughout the Northwest the public buildings of Minneapolis are noted for their number, and the expense which North Star enterprise has lavished in rendering them adequate to the requirements of their missions. The elegant building occupied by the City Hall and post office, an excellent idea of which may be gained by reference to the accompanying illustration, is a credit to the city. The University of Minnesota, a cut of which we present, was located at the Falls of St. Anthony by act of the territorial legislature, and the location was confirmed by the state constitution. Situated on the east side of the river, its site is a commanding bluff, which overlooks the whole city, and the Falls of St. Anthony. This institution went into actual operation as a preparatory school in 1867, and its first college commencement was held in 1873. There is an ample endowment consisting of lands granted by Congress, of which sales have been made amounting to $350,000, and it is expected over $1,000,000 will be realised from this source for the whole grant. At the present time there is a facility of sixteen professors and tutors, and the number of students enrolled amounts to about 375. The principal buildings are the main building, in which the bulk of the scholaristic work is carried on, and the Agricultural College, (54x146 feet) in which the chemical and physical laboratories, the plant house and the museums of theology and agriculture are situated. The main building contains 54 rooms, among them a fine assembly hall, 90x60 feet, and 24 feet high. This hall is to be beautifully decorated. The library, the largest and best in the state, being, in fact, the general library of the state, and containing 12,000 bound books, is on the first floor. A fine reading room adjoining is open daily free to the members of the University and to the general public. The general museum, on the third floor, is well worth a visit. Here are to be exhibited the collections of the geological survey, which is now carried on by the scientific corps of the University, under the authority of the Board of Regents. The classical museum is also inaugurated in room 36.



UNIVERSITY OF MINNESOTA.

One of the handsomest school buildings in the United States has been erected during the past year as the High School of Minneapolis. As will

be seen from the illustration the architectural design is of the most advanced school of æsthetic taste in construction, and the internal arrangements of the edifice fulfill the promise of the exterior to the letter.

The extreme dimensions of the building are 112x136 feet, and the working rooms are all on the first and second floors, each of which contains two school rooms 44x54 feet, each of which in turn is entered directly from both



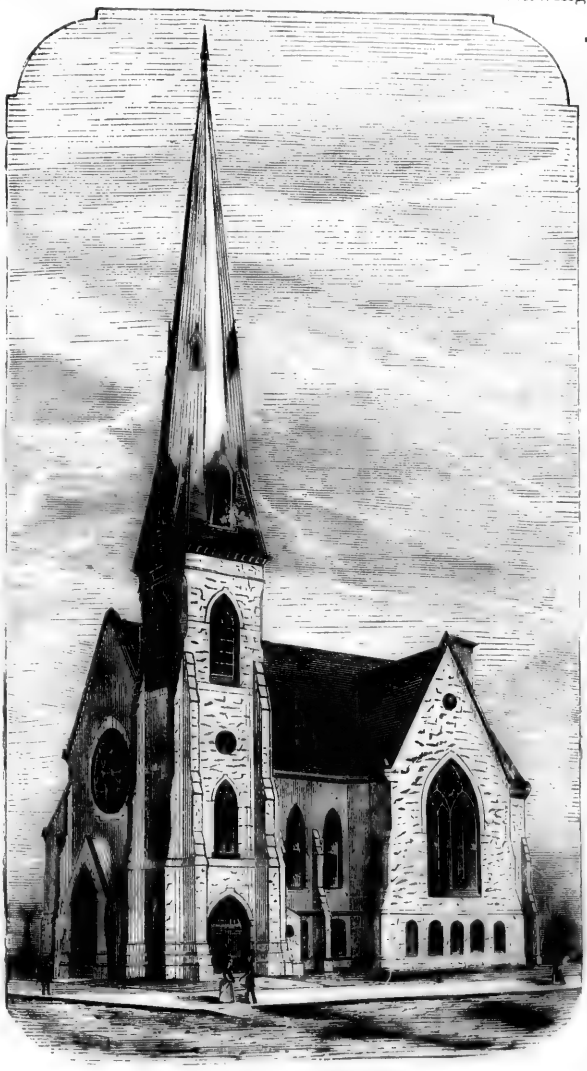
boys' and girls' hall, and indirectly through cloak rooms. The boys' and girls' hall are 19x22 feet with a vestibule, and easy and spacious staircase, recessed in the round towers, and isolated from the main structure by heavy fire-walls.

Adjoining each school room, and also connected with halls, are three recitation rooms, each 20x24 feet.

The girls' entrance is sheltered by a stone piazza, 10x45 feet, upon which, also, opens the offices of the superintendent, situated on the first

floor of the main tower, the second story of which contains the laboratories.

The third floor contains a hall, 52x70, with ample recessed stage, also a literary society room, 44x54, and a room for drawing, 22x54 feet.



CHURCH OF THE REDEEMER.

The basement contains, besides the steam heating apparatus, fuel rooms, boys' and girls' toilet rooms, water closets, etc., a gymnasium, 43 x 53 feet and 13 feet high, well lighted from the Fourth avenue side, upon which is the street entrance to the gymnasium and superintendent's office.

The exterior walls are of the local gray limestone, rock-faced, with trimmings of cream-colored Kasota stone. The roofs are slated in black and red, the cornices, copings, etc., are of iron, and the gutters, flashings, etc., of lead.

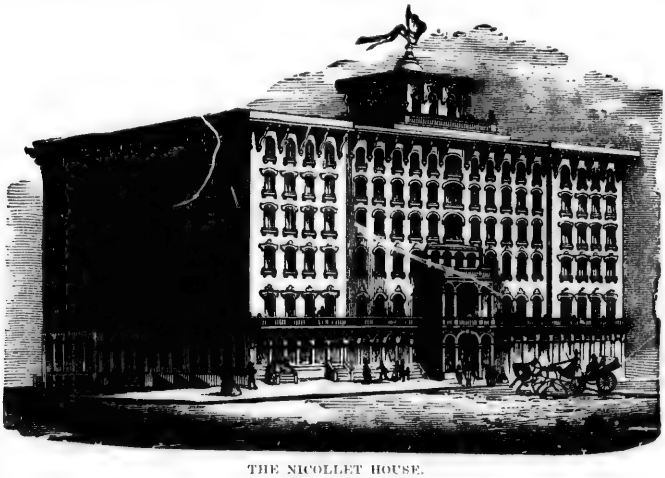
The style of the building is the secular gothic, so much employed in England for the past thirty years, and by the best designers of the East for a somewhat less period, and an effort has been made to carry in to every part of the design the principle of honesty and constructional decoration which is foremost among the charms of the style.

A little good carving and wrought metal work has been introduced, and in accordance with the best tradition of the style, the ornamental designs

are in no case duplicated in execution, but vary with each individual capital, finial, etc.

Another educational institution of prominence is the Augsburg Luthern Theological Seminary, very influential in the denomination it represents. The buildings were erected at a cost of $25,000, and a faculty of four professors and two tutors, with 103 students devote themselves to religious study within its walls. Sixty-one churches of various denominations raise their spires above the surrounding mills and warehouses of Minneapolis. All denominations are represented, and the proportion of churches and missions to the aggregate population seems to suggest the North Star City as being a God-fearing, at least a liberal church supporting community.

Beside several smaller hotels, one of the finest houses of entertainment in the country is located in Minneapolis. We print a cut of this excellent hotel, which will give some idea of its extent and location. It is called the



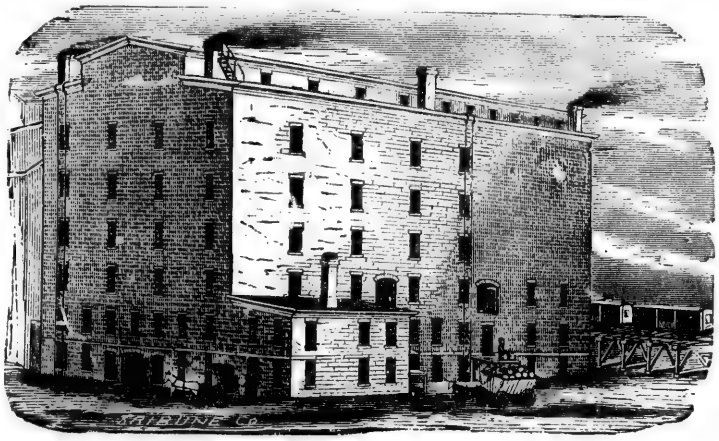
THE NICOLLET HOUSE.

Nicollet House, and is under the management of Messrs. F. S. Gilson & Co., a firm very widely known as liberal and efficient hotel conductors. Accommodations for three hundred guests are barely adequate to meet the demand daily made upon the facilities of this favorite stopping place by the traveling public. The Nicollet is noted for the comfort of all its appointments, the elegance of its furnishing, and the unexceptional character of its table. There are four or five inferior hotels, besides a number of boarding houses, where accommodations of various degrees of comfort and cost may be obtained by the economically inclined.

The manufacturing interests of Minneapolis for a long time past of great importance, have within a few years received an impetus from the rapid extension of the city's railroad connections, and steady growth of settlement in the region tributary in every direction. During the year 1877 over 1,000,000 acres of land were sold to actual settlers, thus creating

a large home market for manufactured goods of all kinds, while the new country of Manitoba has been for a considerable period a heavy purchaser of machinery, agricultural implements, furniture, and soforth.

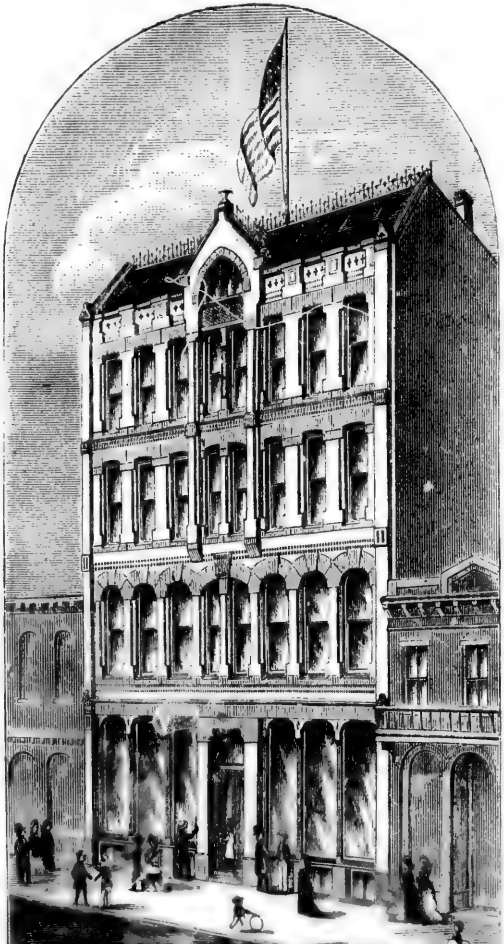
The Upper Missouri Valley, the Black Hills, and all Dakota, are now open to competition, and Minneapolis has the advantage in the contest in distance, being the nearest manufacturing center to all this Northwestern territory; of railroad communication, having direct connection with all that country without reshipment; and last, though not least, the unequalled facilities furnished for manufacturing purposes by the water power and large lumber interests centered here. The business men and manufacturers of the city are awake to the importance of preparing to meet this increased demand. Branches of manufacturing already established are preparing to increase the product, and new industries, such as the growing trade demand, are being introduced.



WASHBURN MILL, "A."

All over the civilised world Minneapolis is celebrated for the excellence of its flour, in which department of manufacture a large proportion of the splendid water power is utilised. Before the terrible fire that devastated the milling district on the second day of May last, there were twenty-one mills in operation with 197 run of stone. In the conflagration several of the largest were destroyed, but will soon be rebuilt and in running order again. Prominent among those destroyed the Washburn "A" mill, was the largest in the United States and the largest but one in the world. It was the property of Messrs. J. A. Christian & Co., in which firm ex-Governor Washburn, of Wisconsin, is a leading member. The calamity that destroyed this magnificent property has passed into history as one of the most direful in its effects ever witnessed. Twenty lives and three-quarters of a million in property were destroyed. We print an excellent cut of Washburn "A" mill as it appeared just before the explosion. The large block of mills built in 1859, '60 and '61 is also faithfully represented.

Among the prominent mercantile establishments of Minneapolis, that of N. B. Harwood & Co. stands at the head.



N. B. HARWOOD & CO'S WHOLESALE DRY GOODS HOUSE.

Messrs. N. B. Harwood & Co. removed to Minneapolis from St. Paul in January, 1876. They occupy the Andrew & Hayes' new block built expressly for them. It is an imposing five story structure 50x150 feet. The basement is filled with domestics such as cotton duck, denims, tickings, brown and bleached cottons, &c. On the first floor we find the offices and their stock of dress goods, ginghams, prints, cottonades, jeans, cassimeres, flannels, &c. On the second floor we find the *Notion Department;* an attempt to enumerate the articles carried in this department would be simply useless, suffice it to say that it is the largest and best assorted stock in the Northwest.

Ascending to the third floor we find the socalled *hosiery and white goods department.* Here you see stocks of table damasks, napkins and handkerchiefs of their own importation. Hosiery, gloves and mittens, shawls cloaks, ladies suits, etc. This department forms an important branch of the business.

The fourth and last floor contains their stock of overalls, shirts, pants, lumbermen and miners' goods, all of their own manufacture. A portion of this floor is devoted to the billing and packing.

The house is furnished with one of Reedy's hydraulic power elevators. Ten traveling salesmen represent the house through Minnesota, portions Iowa and Wisconsin, the provinces of Manitoba, Dakota and Montana

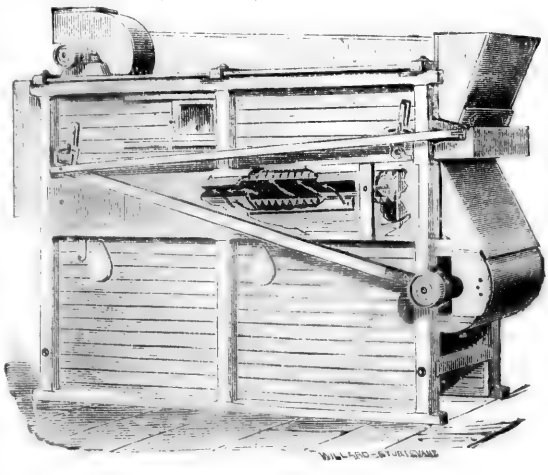
territories. Seventy-five men are employed in the different departments.

Next we must mention the manufacturing department, an all-important one of their business. It is located in Brackett's Block, a massive stone structure corner Second street and First avenue, south of which it occupies the upper floor 100x100 feet. Here are employed a corps of skilled cutters and one hundred and fifty female operatives, besides a like number who take their work home and do it in their families and then return it to the manufacturing department.

All the machinery in use in this department is the best and is operated by steam power. There is no single room of its magnitude in the West. Besides large quantities of shirts, overalls, hunters' and miners' goods, they manufacture tents and wagon covers, flour sacks, burlaps, &c., also the heavy 280 pound export flour sacks which have of late met with so much favor with millers who export flour. The weekly pay roll of this department amounts to nearly one thousand dollars.

Messrs. N. B. Harwood & Co. are fast becoming the most popular dry good and furnishing goods house in the Northwest. The heads of the various departments are all men of fine business qualities who study the wants of their numerous customers. The stock carried by the house varies with the season from half to three quarters of a million of dollars.

Among the prominent implement manufacturing houses of Minneapolis the establishment of Messrs. Russell & Willford, occupies a leading position. This house are the proprietors and manufacturers of the Minneapolis Double Blast Middlings Purifier, a machine which enjoys preeminent popularity among all the leading millers of the United States and Europe. Among the hundreds of mills using these machines may be mentioned the Union Mill Co., Detroit, Mich., Champion Mill Co., same place; Keys Brothers, Frontenace, C. A. Pillsbury & Co., W. F. Cahill & Co., G. W. Goodrich & Co., George Heinline, Hobert & Shuler, Stamwitz & Sober, Minneapolis, and Caspar Kronschnable, Benton, Minn.



Minneapolis has claims to regard as a sanitarium and watering place, not by any means to be ignored nor overshadowed by those of places making special pretensions in that direction. The St. Anthony Falls Chalybeate Springs were widely celebrated for their curative properties among the Indian tribes centuries before the face of the European

ever looked into the clear spring depths. These highly medicated springs—seven in number—are located just below the falls of the east channel, in one of the most picturesque spots on the Mississippi river. They are easy of access, and the grounds about the springs have been fitted up in an attractive style for the reception of visitors.

For many years these springs have been resorted to by invalids, and now that the place has been put in an attractive shape, they are destined to be a favorite and popular resort for citisens and strangers, and the proprietor spares no efforts to please and entertain visitors. Croquet grounds, fishing, swings, promenades, reception rooms supplied with choice flowers, stereoscopic views and specimens, ice cream and refreshment parlors, hot and cold baths, and fine instrumental music are among the many attractions to be found here. The baths are a prominent feature, being superior to any found in the city. Professor Hayes, State Assayor and Chemist of Massachusetts, in his report of analysis says: "Besides the alterative medicinal qualities possessed by this water when taken internally, it will be found beneficial in hot and cold baths, and it may be bottled and kept, retaining its virtues for months." There is also a cave through which one can take a boat ride about two thousand feet under the ground.

No. 20 State St., Boston.

Otis M. Humphrey, M.D., Minneapolis, Minn.

SIR:—Several weeks have passed since I received the "St. Anthony Mineral spring water" from you, and during this time I have made a complete and exhaustive chemical analysis of it with results as stated below. It has a chemical character, and is strictly an *alkaline mineral water*, resembling well known waters found in the northern part of Vermont, and in Germany and elsewhere in Europe.

One United States gallon, or 231 cubic inches, contains nineteen and eighty-four hundredths grains of solid dry mineral matter consisting of:

Potash	1.257
Soda	2.900
Sodium	.060
Lime	5.394
Magnesia	1.589
Amonia	Trace
Alumina	Trace
Protoxide of Iron	.028
Sulphuric Acid	.117
Chlorine	.104
Silicic Acid	.645
Carbonic Acid, combined	8.106
Crenic Acid, organic	.640
Total	19.840

These elements are combined in the water, forming the following salts and compounds: Carbonate of potash, carbonate of soda, carbonate of lime, carbonate of magnesia, sulphate of potash, silicate of soda, chloride of sodium, crenate of iron, etc.

All the carbonate named exist in a state of bicarbonates; and the gasses present are carbonic acid oxygin and nytrogen; the water containing three and three-tenths volumes of mixed gasses in one hundred volumes of water. The aeration of this water renders it a pleasant beverage, and prevents the sense of heaviness after it has been drank in quantities. Besides the alterative medicinal qualities possessed by this water when taken internally, it will be found beneficial in hot and cold baths, especially in certain cases of skin diseases. And it may be bottled and kept, retaining its virtues for months without material alteration.

Respectfully,

S. DANA HAYES,
State Assayor and Chemist, Mass.

Messrs. M. Pettingill & Co., proprietors of this attractive and popular *spa*, are energetic and public-spirited citisens, whose successful efforts to bring Minneapolis into a leading position as a summer resort are fast gaining appreciation at the hands of the people.

LAKE MINNETONKA.

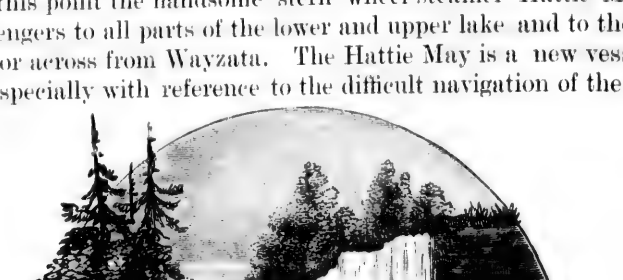
This beautiful body of water is one of the largest as it is also one of the most attractive lakes in the state. It is distant twenty-four miles from St. Paul by the St. Paul and Pacific railroad and deservedly ranks as the leading watering place of Minnesota. The total length of the lake is in the neighborhood of twenty-eight miles, and in width it varies being not more than four to five miles at any point. The coast of Minnetonka is at least two hundred miles in extent, as its shores are everywhere indented with bays, inlets and gulfs. These natural features gives the lake a variety of scenery, not to be excelled in the whole north-west. The shores are covered with the beautiful foliage peculiar to the North Star State, and the forests are alternated with golden fields, and noble bluffs, all presenting nature in every phase delightful to the senses.

As a summer resort Minnetonka has been steadily growing in favor for several years, and at the present time the results of recent enterprise on the part of those whose mission it is to cater to the comfort of visitors, are seen in the flocks of tourists who regularly take their holiday at the "Big Water," as the name of the lake signifies in English. Everything is found here calculated to please the careworn city man. The shooting and fishing are magnificent. Facilities for any kind of life, hotel, camp or cottage are amply present. Sailing, boating, "steaming," driving, bowling! Everything is provided for to the hearts content.

Wayzata, a station on the St. Paul and Pacific road is the *entrepot* to this lovely region for all who journey thither by rail, but many, especially residents of St. Paul and Minneapolis ride or drive over the charming roads

leading from those cities to the lake. From the latter town the distance to the village of Excelsior on the lake is only eighteen miles by carriage road, and this is naturally a popular trip, as the scenery all along is extremely picturesque. Wayzata being the only railroad point on the lake has considerable local importance. Here the visitor must look for his letters, baggage and the quartermasters and commissary stores so convenient to the summer wayfarer.

From this point the handsome stern wheel steamer Hattie May, conveys passengers to all parts of the lower and upper lake and to the village of Excelsior across from Wayzata. The Hattie May is a new vessel constructed especially with reference to the difficult navigation of the shallow

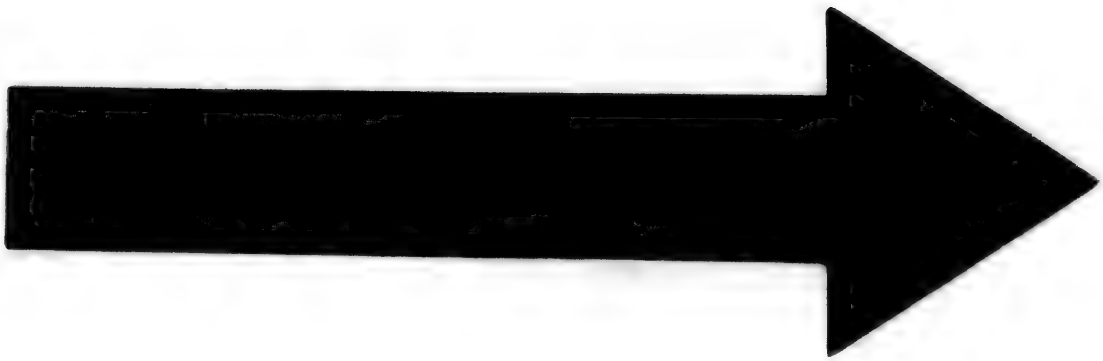


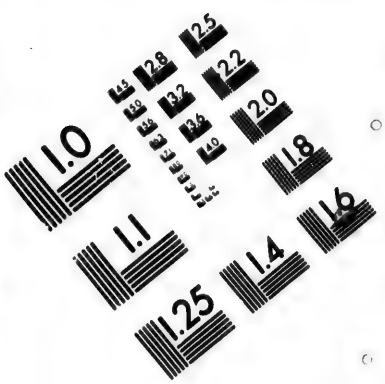
bays and inlets, and of the narrows connecting the two principal divisions of the lake. While numerous charming localities are to be found in every direction, generally well supplied as to hotel and boarding house accomodations, the larger and more fashionable portion of the regular habitues of this resort, make their headquarters at the Chapman House located at Mound City, on the upper lake, and just far enough from the station to give the traveler the advantage of a delightful sail going and coming. Another favorite resort on the upper lake is the Upper Lake House, equally accessible with the Chapman and a well kept and comfortable hotel. The splendid pike, pickerel and bass fishing in the lake added to the attractions its surface and scenery offer to those who love to sport with oar or sail, has

encouraged the building up of a fine and numerous fleet consisting of yachts and skiffs in great variety adapted to pleasure or fishing. The proprietors of the fleet, Gates, Richardson & Morse, at Excelsior, also keep bait, tackle and everything else adapted to the wants of tourist or sportsman. Another fine fleet is kept by John Keesling at Wayzata, where sailing and fishing parties are fitted out with everything requisite. Altogether, neither in the Golden North-West nor in any other part of the country can be discovered a locality more beautiful or perhaps quite as accessible as Lake Minnetonka. People from every corner of the United States and Europe have seen and enjoyed and praised its attractions. Its shore and bays are sites for the summer palaces of the gentry of the West and South already to a considerable extent, and will continue to become more so year after year, as the wealth and prosperity of our new empire in the Golden North-West steadily increase.

WHITE BEAR LAKE.

Near White Bear, a station on the St. Paul and Duluth R. R., and twelve miles from St. Paul, is situated one of the most popular and delightful summer resorts in the country. White Bear Lake is especially favored, with reference to its local advantages, in being about equally distant from the three largest cities in the state, Minneapolis, St. Paul and Stillwater, from all of which places it deserves a large patronage alone sufficient to support its pretensions to being considered a leading watering place. White Bear Lake is a charming little sheet of water about four miles in length by three wide. A picturesque island rises from the bosom of the lake near its centre. The bright pebbly beach is loaded with opalescent gems of agate and carnelian, while the crystal waters, clear and cold, are the home of game, fish in great numbers. Lake Shore, a new station, has been recently established by the St. Paul and Duluth company for the convenience of visitors to Bear Lake, and from this station carriages carry passengers to the Leip House and other places of entertainment in the vicinity. The principal as well as the oldest and largest hotel at this resort is the Leip House kept by Mr. William Leip who has successfully conducted the enterprise for at least a dozen years. Since last year large additions have been made to the buildings and grounds and at the present time the accomodations are ample for several hundred guests. The picnic grounds attached to the house are extensive, beautifully laid out and improved and largely patronized. A fine fleet of yachts and row boats, billiard and bar-rooms are included. Not far from the Leip, the South Shore House occupies a charming situation on the lake. It has a handsome pavillion for dancing, delightful grounds shaded by lovely forest trees, and a number of sail and row boats. On the west shore of the lake there is also the Williams House, an excellent hotel well patron-





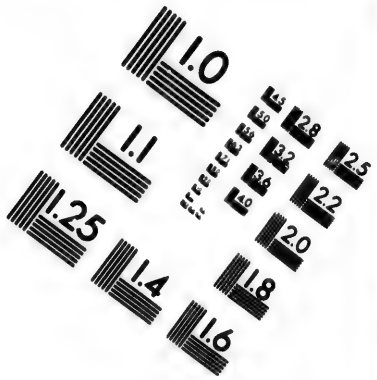
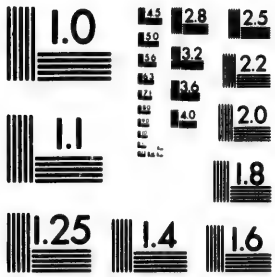
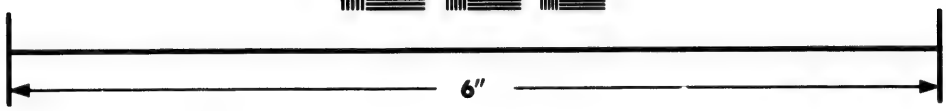
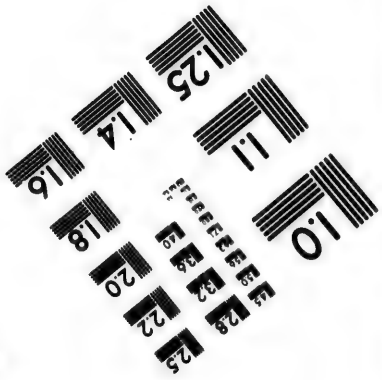


IMAGE EVALUATION TEST TARGET (MT-3)









Photographic Sciences Corporation

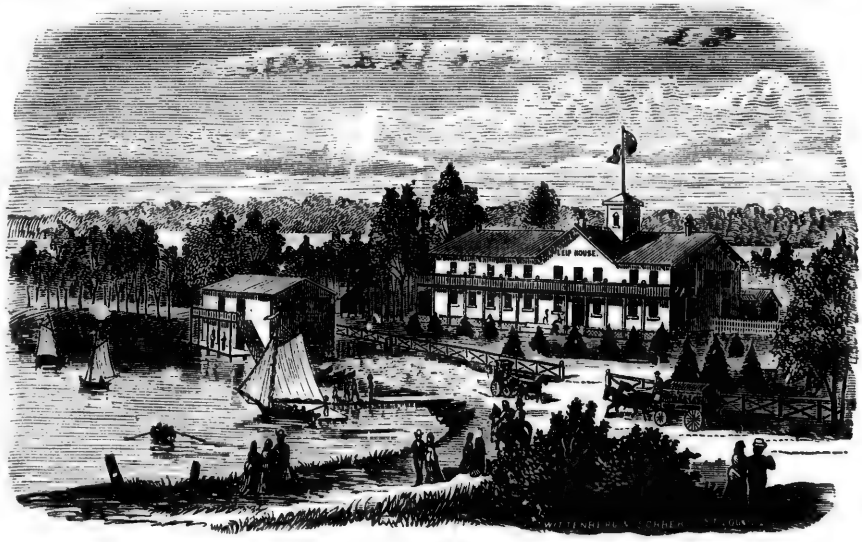
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

2.8
3.2
3.6
2.5
2.2
2.0
1.8
1.1
1.0

ised by transient and regular custom during the season. It is nearer the depot than the others, and has besides an excellent bar, fine grounds, boats, etc.

In an historical description of the locality, Colonel J. Fletcher Williams of the State Historical Society writes:

"This neighborhood was, from time immemorial, a grand battle ground between the Chippewas and Dakotas. There is hardly a foot of soil around White Bear Lake that has not been ensanguined by the blood of these hereditary foes. Spirit Island seems to have been the most hotly contested ground, and to this day the remains of rifle pits, redoubts and earth works are there to be found, while its soil was enriched by the innumerable warriors who were slain. It is a perfect Golgotha—an island cemetery. These fierce combats continued as late as 1855, when a party of Sioux from Kaposia passed the lake on a hunting expedition. Near Oneka Lake, a few miles above, they encountered the Chippewas, one of whom they killed and



LEIP HOUSE.

scalped, losing, however, two of their own braves by mortal wounds. They brought their wounded comrades with them, on litters, and encamped on the banks of Goose Lake, just above where St. John's Church was afterward erected and held a scalp dance. They spent two days and nights in their infernal orgies, frightening women and children by shaking the reeking scalp of their dead enemy above their heads.

During the early days of the white settlement the Indians were very troublesome. The Sioux claimed the right to hunt and fish and gather cranberries and rice, which were very abundant. Game was so plentiful that both Chippewa and Sioux dreaded the idea of abandoning it. The

lake teemed with fish, aquatic fowl, muskrat and mink. The forest abounded with bear, deer and other game, while wild rice and berries were plentiful in the lakes and marshes. It was to them *Wa-se-cha*—the land of plenty. Some idea of the abundance of game may be gained by a single instance. In the winter of 1853-4, Little Crow, Red Iron and several other chiefs, who then had a village at Kaposia, camped at the lake with a few lodges. During the winter, by actual count, they killed 1,265 deer. What wonder that game should grow scarce! What wonder the red men should dislike leaving their Wa-se-cha."

Among the beauties of White Bear Lake, Spirit Island stands pre-eminent. It is a favorite resort for camping parties, and realises thoroughly the ideal of retirement from all the bustles and cares of civilised life. An interesting Indian legend tells how it was regarded with reverence by the Dakotas in the elder day. Railway and hotel facilities combined with natural attractions unsurpassed at any resort in the world, render it certain that White Bear Lake will always advance in popularity and prosperity as one of the most delightful fashionable watering places in the Golden North-West.

DULUTH.

One of the most interesting incidents in the history of northwestern development is found in the startling growth of this city at the head of Lake Superior. Less than ten years ago a few scattered huts were all the evidences of settlement on the site of the important and growing commercial port and city of Duluth. Where now broad streets lined with warehouses, churches, schools and handsome residences, spread out in every direction, only a few years ago the gentle bovine ruminated in the shade of lordly forest trees, and the song of the fisherman or the hum of bees was all that broke the stillness of the region. Superior City, a small settlement across the bay of Superior, three-quarters of a mile wide, in former years supplied the few people at Duluth with the necessaries of life. This the earliest commerce of the place was conducted by means of bark canoes during open navigation and dog sledges in the winter. Superior City had ambitious aspirations, and experienced a sudden growth at the time the Northern Pacific road became a fixed fact, but after two or three years of prosperity and progress ceased, Duluth meantime springing into existence a full fledged city.

Like almost every important town in the West, Duluth owes its good fortune to railways. Being the terminus of the St. Paul and Duluth, and of the Northern Pacific lines, its facilities for inland commerce extend in every direction, while added to this it commands the commerce of the great lakes, holding the head of navigation. This latter consideration must alone make Duluth the "Chicago of Minnesota," as its friends already delight to call it, for when the northwest is thickly populated as it will be within a short time, this city will necessarily become the commer-

cial metropolis of a vast region. But the advantages of the situation are not alone sordid or material for the site of Duluth is one of the most beautiful in the Golden North-West. Lake Superior, "Gitchie Gumee" of the Dakotas, is celebrated the world over for the grandeur of its scenery, and in no part of it to a greater extent than in this vicinity.

Government has lent a helping hand to this lusty child of the lakes and woods by constructing a magnificent breakwater to protect the outer harbor. The result of this judicious outlay gives Duluth a dockage of over twenty miles; sufficient to accomodate the great fleets that from the ports of our own country and over-sea will one day anchor at the gates of the North Star Empire. At the present time the city has about twelve miles of well graded streets, over a thousand business houses, with an annual trade of nearly six million dollars, a number of workshops and factories and adequate wharves and other facilities for the marine interest. Several prosperous churches, neat, ample and fully appointed schools and fine public buildings; all these give to Duluth the air of a full grown, almost middle-aged town; truly surprising when one reflects that only the other day, as it seems, civilisation had not yet disturbed the wildness of nature, where the metropolis of the future already defends its claim to consideration as one of the cities of the North-west. The wonderful progress and development of this point is due confessedly to the enterprise and energy of the St. Paul and Duluth management more than to any other one influence. Through that road and its connections, especially one of them, the Chicago, Milwaukee and St. Paul road. Duluth has been favored with trade advantages, the outcome of which may be noted in her present important business interests.

BRAINERD.

Brainerd occupying an attractive site on the banks of the Mississippi river is the seat of the general offices of Northern Pacific railroad, of which line it is an important station. The town is largely visited by sportmen who come to enjoy the fishing and shooting of the vicinity. The lakes in the immediate neighborhood are stocked with the finest black and rock bass, pike and pickerel in the county; and the country abounds with deer, partridge, ducks and geese. The town has one thousand inhabitants and boast of an excellent hotel. It is the junction of the Western railroad now running in connection with the St. Paul and Pacific direct to St. Paul thirteen miles distant. A stage line and mail route also connects it with Leech Lake Indian Agency to the north.

DETROIT.

This town is the county seat of Beecher county and is located near the shore of Detroit Lake, on the line of Northern Pacific railroad. It is just on the border of the beautiful park region; has a population of twelve hundred, mostly imigrants from New England. Detroit Lake is one of the finest

sheets of water on the road and has become quite a popular resort, the scenery, hunting and fishing of the neighborhood being unsurpassed anywhere. Beside its railway communications Detroit is connected by stage with the White Earth Indian Reservation in the north, and southward through the Pelican Valley to Fergus Falls and Campbell, on the St. Paul and Pacific railroad.

FARIBAULT.

In the early part of the present century Alexander Faribault established a trading post on the site of the present wealthy and flourishing city that bears his name. The town was not laid out until 1855, since which time its growth has been steady. Faribault is situated on the Iowa and Minnesota line of the Chicago, Milwakee and St. Paul R. R., and distant from St. Paul fifty-three miles. Two small rivers between which it is located, furnish an ample water-power utilised by a number of manufacturing establishments. The industrial interests of the city have been pushed to a considerable extent, and its manufactures are steadily increasing. The county town of Rice county. Faribault has the further distinction of being the cathedral city of the Episcopal diocese of Minnesota, and the seat of several influential Anglican schools and college. The "Shattuck Grammar School and Seabury Mission," and St. Mary's Hall, the latter one of the most popular colleges for young ladies in the country, are located here. A new cathedral and Episcopal residence are now nearly completed, and will cost over $100,000. The Right Reverend H. B. Whipple, Bishop of Minnesota, under whose care and enterprise the colleges and schools of Faribault have grown up to their present prosperity, has, of course, his residence here and is greatly respected, not only on account of his distinguished position as a prelate, but for the work he has done in adding to the importance of his see city.

The Central High School a widely known educational institution occupies a handsome building which cost $30,000. On the bluffs east of the city the State Asylum for the deaf, dumb and blind occupies a prominent site. The buildings are comfortable, adequate and well appointed and erected at a cost of $53,000.

AUSTIN.

Austin, which has grown so largely in importance during the past few years as to take rank among the leading interior town of Minnesota, is situated on the Cedar river, one hundred and one miles from St. Paul by the Chicago, Milwaukee and St. Paul railroad. It is the county seat of Mower county, has a population of 3,000 and controls a large trade drawn from the rich and fertile agricultural region around it, including several counties both in Minnesota and Iowa. The Chicago, Milwaukee and St. Paul railroad have a branch line which extends from Austin southwest to Mason City, completing the St. Paul connection over this road of the Burlington, Cedar Rapids and Minnesota and the Central Iowa railroads.

NORTHFIELD.

The terrible tragedy enacted at Northfield a couple of years ago has environed that town with a romantic interest that it would never otherwise have attained. The raid of the James and Younger brothers, the capture of the Bank of Northfield, the heroic defense and death of Heywood the cashier, and the subsequent excitement and campaign against the fleeing bandits—all this is still fresh in the minds of the public. Northfield is a little city of 2,000 inhabitants, thirty-nine miles from St. Paul on the Chicago, Milwaukee and St. Paul railroad, and on the east bank of Cannon river. Carleton College, one of the most popular seats of learning in the state is located here, and the city is otherwise of local importance as the supplying point for a large section of thriving country. A curious natural feature rises from the prairie six miles north and one mile east of the railroad called Castle Rock, a town of white sandstone forty feet high.



AUGSBURG THEOLOGICAL SEMINARY.

CHAPTER IV.

IOWA—M'GREGOR—CALMAR—DECORAH—CRESCO—LIME SPRINGS—MASON CITY—CLEAR LAKE—ALGONA—SKETCH OF DAKOTA, MONTANA, AND MANITOBA—MOORHEAD, FARGO, BISMARCK, BLACK HILLS, DEADWOOD, THE YELLOWSTONE AND BIG HORN COUNTRY.

TO Julien Dubuque is credited the honor of establishing the first known white settlement within the limits of the State of Iowa. The date of his occupancy is fixed at 1788, when, with a small company of miners, he commenced operations upon the mines, on the site of the city which still bears his name, and where he resided until his death, in 1810. Prior to this peaceful invasion, the then territory had known nothing of the human race, beyond that represented by the Indians that had been driven from the east by the encroachments of civilisation, and nomadic bands of white explorers, scarcely less savage than the red skins. Following close upon the footsteps of Dubuque came others, who found in the fertile soil and rare natural advantages of the territory, greater promise of return for their labors than in the comparatively old country east of the Big River. The west bank began to show signs of life and rapid improvement, and as the pioneers succeeded, they were joined by others, until the necessity for government became manifest.

A little insight into the domestic relations of the early settlers of Iowa is afforded in the fact that from 1788 to 1831, not a white child was born within its limits. In the latter year, Margaret Stillwell, who afterwards became Mrs. Ford, was born, on the present site of Keokuk. Prior to her birth, the half breed had been the staple product, but gradually the minds of the settlers were emancipated from their Indian fancies, and the white baby rapidly grew in popularity.

Iowa became a separate territory in 1838, and her fame spreading far and wide drew to her prairies an immense number of fortune seekers, and within ten years her population numbered 150,000. In 1845, she was admitted as a state, and now ranks among the wealthiest of the new admissions.

McGREGOR.

This city has a population of 2,500, and is the southeastern terminus of the Iowa and Minnesota line of the C., M. & St. P. The beauty of the

town and its surroundings have for years attracted summer tourists, and since the erection of the Flanders House, a large and excellently kept hotel, the place has become more than ever a fashionable resort. It is pleasantly situated on the west bank, opposite Prairle du Chien, with which it is connected by a ferry. At the latter city there is also a commodious hotel, the "Railway House," one of the most popular hostelries on the river. McGregor is 212 miles from St. Paul, a flourishing city, delightfully located and a charming spot for recreation and leisure.

CALMAR.

Forty-three miles from McGregor, and on a branch of the C., M. & St. P., is the smaller, but lively and enterprising town of Calmar. It has an industrious population of 2,500, and by virtue of the railway line running through it, is accessible as a market for the farmers in the fertile country lying round about. Its advantages are beyond its population, and the city offers every inducement to those who are looking for comfortable and profitable homes.

DECORAH.

Decorah, county seat of Winnischiek county, is a handsome inland city of 2,500 inhabitants, 157 miles from St. Paul, on a branch of the Chicago, Milwaukee and St. Paul Railway, and on the upper branch of the Iowa river. Decorah is noted for its importance as a supplying point for a populous and wealthy agricultural district surrounding it and locally, for its manufacturing enterprises, and for the scenery, fishing and hunting of the neighborhood. The surface of the country in this locality is a rolling prairie, varied by high bluffs along the streams. The soil is a heavy black loam, and very rich for producing purposes. Timber is plenty, and being rapidly increased in quantity by cultivation. Among the business enterprises of the country there are twenty-two flouring mills, six of which ship their product to the East. An extensive wagon and plow factory, a large woolen mill, and a carriage factory, are also located here. A heavy dairy interest has grown up in the county, and in 1874 butter was made to the extent of 736,618 pounds. The wool clips for the same year amounted to 38,965 pounds; the sheep population then aggregating 10,627. In the northern part of the county there are several excellent trout streams, and the prairie chicken, partridge and quail shooting is good in season.

One of the most singular of natural phenomena to be met with anywhere is found here. This is "Ice Cave," under a bluff on the north bank of the upper Iowa river, noted because, while in winter no ice is to be found in it, it forms in Spring and Summer, and thaws out again upon the advent of cold weather. Another singular natural feature is an underground stream nine miles east of Decorah, on Trout river, navigable for canoes, and which has been explored for a long distance. A large spring issuing from a picturesque bluff was used for some time to run a woolen mill, which has since burned down; this spring feeds a considerable creek

flowing through a beautiful little valley, and empties into the upper Iowa one and one-half miles from the town. At the point of junction with the river, it furnishes power for two flour mills.

Decorah is the site of a dismantled fort, Fort Atkinson, established here by the government in 1841, for the purpose of controlling the Winnabago Indians. The savages were removed, 1847-8, after which the fort was abandoned, but part of the buildings still remain and are occupied by citisens. Decorah takes its name from the noted Indian chief who captured Black Hawk, at the Dells of the Wisconsin. The county also takes its name from that of another chief of the Winnebagoes.

CRESCO.

The pushing little city of Cresco is a station on the Chicago, Milwaukee and St. Paul Railroad, three hundred and twenty-five miles from Chicago, and one hundred and fifty-four from St. Paul. It is the centre of a rich farming region, and has moreover developed a manufacturing interest of some importance. A large foundry, where the "Swinson mower" is made, and the Cresco Plow Works, are in successful operation.

LIME SPRINGS.

Lime Springs Station, Howard county, is a station on the Chicago, Milwaukee and St. Paul Railway, three hundred and fifty-two miles from Chicago, two hundred and sixty-seven from Milwaukee, and one hundred and thirty-nine from St. Paul. It has a population of one thousand, and is a thriving inland town. The surface of the neighborhood is mostly prairie, the soil rich black loam, with clay subsoil. Timber is scarce, but a little oak, elm and walnut is found along the Turkey and Upper Iowa rivers. Wheat raising is the principal industry of the county, but the farmers have latterly gone a good deal into stock raising, which promises to become a leading interest, as the locality is exceptionally favorable to it. Lime Springs Station shipped over half a million bushels of wheat in 1877. An extensive factory for the production of wagons, carriages, sleighs and agricultural implements is located here. In addition to other means of communication, Lime Springs Station is connected by a stage line to Spring Valley, Minnesota, a station on the Southern Minnesota Railroad.

MASON CITY.

Running through from McGregor to Algona is a branch line of the C., M. & St. P., and 117 miles west of McGregor is Mason City, the southern terminus of the St. Paul and Mason City line. It is also the northern terminus of the Central Iowa Railroad, which, connecting at Ottumwa with the St. Louis, Kansas City and Northern Railway, forms a continuous all rail route from St. Louis to St. Paul. With such railroad advantages, it is little wonder that Mason City is regarded as one of the most

flourishing towns of Northern Iowa. It has a population of 2,000 inhabitants, is county seat of Cerro Gordo county, and celebrated for its pleasant and healthful situation.

CLEAR LAKE.

This town is located at the eastern end of a small lake of the same name, on the Iowa and Dakota line of the Chicago, Milwaukee and St. Paul Railway, about 170 miles from St. Paul. Clear Lake has lately begun to be patronised as a summer resort, but lacks as yet the necessary hotel facilities. The hunting and fishing in the neighborhood is excellent, the scenery pleasant, though ordinary, and the town bids fair to one day become a popular local watering place.

ALGONA.

Algona, the county seat of Kossuth county, is situated on the east side of the east fork of the Des Moines river, 213 miles from St. Paul. It is the present terminus of the Iowa and Dakota line of the Chicago, Milwaukee and St. Paul Railway. The country about Algona is fertile and largely populated. It produces the leading cereals in vast quantities, and supports a considerable general trade in the shire town. The latter has a number of business houses, one of the finest court houses in the state, and is the seat of Algona College, a Methodist institution of some local importance. Several religious societies, and good schools, are well supported. Up to the time the railroad reached Algona the village did not amount to much, and its present importance is entirely due to its being a terminus of the C., M. & St. P. R. R. This year that railway will be completed to [illegible]er, 85 miles further west. What effect the extension of the line may [illegible] upon the fortunes of Algona, remains to be seen.

DAKOTA, MONTANA AND MANITOBA.

Lying to the westward of Minnesota and Iowa the great region comprising the territories of Dakota and Montana, stretches far into the heart of the continent, where the mountains of gold and silver and precious stones decorate the bosom of America, our fruitful, rich and indulgent mother. Again far away to the North-West of our own most north-westerly possession, the British Province of Manitoba reaches its arms to the still deserted wilds of the Arctic circle. All of these sections are to be included in the glorious empire of the future, "The Golden North-West." Dakota and Montana with the untold wealth of their Black Hills, Big Horn and Yellowstone regions, their sublime and often frightful scenery, their mountains, rivers and geysers; added to vast and fertile prairies, valleys and hillsides, stock ranges illimitable in extent, and water power competent to turn the mills of Christendom; these territories are destined to play an important role in the grand drama of our future social and political development. Manitoba, the granary of the far north, with its fast populating country, rich to excess in every natural resource; it too is

certain to exert a commanding influence in the coming colossal empire of the Golden North-West.

The early settlement of these grand divisions of our new imperial region, except in the case of Manitoba, would have but little in connection with the immediate object of this volume. Population moved slowly into Dakota and scarcely at all into Montana until the discovery of gold in the Black Hills, in the Yellowstone, and Big Horn countries, gave an impetus to immigration, which will now never be lost until the face of the land is dotted with populous cities, town and villages and the surface gridironed by railways. It is at the point of time when the first adventurer shouldered his rifle and pan to wrest the hidden treasure from Nature's lap that our interest in Dakota and Montana commences. As to the great Province there is much to be written did space permit. The Riel revolution of the last decade brought the young kingdom into public notice, and the expedition sent to quell it under the now famous Sir Garnet Wolseley, assisted still further to make its wonderful potentialities know to the world. For the past few years inhabitants have made their appearance in armies and at the present the country is giving evidence of its progress in a commerce of considerable extent, which will be indefinitely increased as soon as the imminent railway communications with Minnesota and the East via the Chicago, Milwaukee and St. Paul railroad and its connections are opened.

In these portions of the region just mentioned included within the boundaries of the United States, cheap homes and farms are offered to actual settlers under various laws. The pre-emption law gives to any citisen of the United States, and to those who have declared their intention to become such, 160 acres of land within the limits of a land grant to any railroad company, at $2.50 per acre, or outside of railroad limits at $1.25 per acre, on condition of permanent improvement and continued residence for one year. The homestead law grants to the settler 160 acres outside of railroad limits, and eighty acres within the limits on condition of permanent improvement and continued residence for five years, without cost, except land office fees, which do not exceed $18 for 160 acres. An exception to the demands of the homestead law is made in favor of honorably discharged soldiers and marines, they being allowed to take 160 acres within railroad limits, and the time they were in the service of the United States, not to exceed four years is deducted from the five years' residence required by the law.

Under the provisions of the timber culture act, any citisen of the United States, or those who have declared their intention to become such, can make an entry of not to exceed 160 acres, either within or without the limits of a railroad grant, on condition that one-fourth of the land so taken shall be planted with trees, cultivated and protected for eight years, when final proof can be made and patent secured. The registers of the different United States land offices will, upon application, by letter or in person, fur-

nish the full text of these laws, and information as to locality of vacant government lands that can be had in their respective districts. Under the operation of these laws, any settler can secure from 240 to 320 acres of land at a most trifling cost.

The very liberal law of the government, protecting forest tree culture on the western prairies, is supplemented by a law of Dakota, which provides that for every five acres of timber in cultivation, forty acres, with all the improvements thereon, not exceeding one thousand dollars in value, shall be exempt from taxation for a period of ten years from the time of planting. Another law of the territory provides that no land shall be deemed increased in value for assessment purposes by reason of such timber culture, no matter how much its real value may be enhanced thereby; so that any industrious man, no matter how poor, can come here, and in eight years be the owner of 240 or 320 acres of land, with an abundant supply of timber just where he wants it, and be entirely exempt from taxation the entire time, unless he should put more than $4,000 worth of improvements upon his land during that time.

MOORHEAD.

Moorhead, a busy, thriving town on the Red river, and a station on the Northern Pacific railroad, has a population of about 1,000, and controls the trade of a large section of country. It has several fine churches, schools, a number of business houses, hotels, and so forth. A large grist mill is located here, with a capacity of 660 bushels daily. The geographical position of Moorhead and its railway connections give to the town an assurance of continued and enhanced prosperity, in common with its sister points on the great highway to the gold fields.

FARGO.

This fine city is one of the most notable evidences of sudden, and at the same time substantial growth and prosperity in the North-West. It owes its being to the opening up of the region by the Northern Pacific railway as do the other now prosperous towns along the line. Fargo is the county seat of Cass county, Dakota, situated on the west bank of the Red river and is a prominent station of the Northern Pacific railroad. The shops and engine houses of the Dakota division of the road are located here. There are also one of the largest and finest hotels in the North-West, a handsome brick court house, a number of stores, lumber yards and grain warehouses. The trade of the city is already large and increasing steadily and rapidly.

Stages connect Fargo and Moorhead with Caledonia, Grand Forks, Pembina and Fort Garry, northward; with Devil's Lake northwest; with Norman and Owego southwest, and with Fort Abercrombie, Breckinridge and Fort Wadsworth south. Both towns are also, during the season of navigation, important shipping points for the great trade carried on by way

of the Red river with the British Northwest, at Winnepeg and Fort Garry.

BISMARCK.

Bismarck, the present terminus of the Northern Pacific railroad, is beautifully located on high grounds on the east bank of the Missouri river, has a population of about 1,500, with the usual number of stores, hotels, churches, etc., and a heavy trade with the numerous military posts and Indian agencies on the river. From this point the Missouri river is navigable for 1,200 miles to the northwest, and during the season a regular line of boats is run to the upper Missouri river, connecting at Fort Benton and Carroll with stage lines to Helena and other points in Montana. Also, it is the connecting point with the Northwestern Express, Stage and Transportation Company's daily line of coaches to Deadwood and other points in the Black Hills.

THE BLACK HILLS.

The Black Hills, the Eldorado of the period, are too well known in a general sense to require introduction. They have been the dream of the adventurer for several years, and in the short time that has elapsed since our first authentic account of them, in 1874, have already grown to rank as among the most promising mining districts of the world. During the last year alone the gold yield was over $3,000,000. In his excellent guide to the Hills, Judge Maguire thus speaks of their geography and topography: "The Black Hills are an isolated mass of elevations, about one hundred and twenty miles in extent, from northwest to southwest, with an average width of fifty miles, their area being not less than 6,000 square miles. They are so called from the sombre aspect they present from a distant view, caused by the vast evergreen forests of pine with which they are generally clothed. Many are still ignorant of their geographical position, often confounding them with the two mountain districts of the same designation south of the Platte river, in Southeastern Wyoming. According to the latitudinal lines, they are about sixty miles north and a little over eight hundred miles west of Chicago, and are situated between two forks of the Cheyenne river, which surround them so completely that both these streams have their origin in the same locality, and their head waters interlock. The north current is usually called the Belle Fourche, or Beautiful Fork." The Hills are reached by the splendid fast mail stage line of the Northwestern Stage and Transportation Line, from Bismarck, connecting eastward with the Northern Pacific and Chicago, Milwaukee and St. Paul railways. The Hills "embrace all that is grand and beautiful in nature—cloud-piercing peaks, snow-crowned nine months out of the twelve; deep-down canyons, gloomy and savage, with dense forests and craggy walls of slate, granite or limestone; fairy fountains and crystal streams, and richly flowered plateaus and glades—flowers gorgeous in coloring and sweetly fragrant. The highest peaks are from 5,600 to 8,000 feet high, not so great

altitudes as are found among the perpetually snow-capped mountains of the Big Horn, further west, but they appear as lofty when measured by the eye in comparison with the surrounding elevations. Such is a 'birds-eye' view of the Black Hills. The greater portion of them are in the southwestern corner of Dakota, which embraces nearly all the discovered mines; the other portion is in Northwestern Wyoming, and Southeastern Montana is in close proximity. As the new gold discoveries extend to the three territories, a new territorial organisation, which will embrace them all under one system of laws, seems so obvious a judicial necessity that I have no doubt it will soon be consumated."*

After the Custer expedition of 1874 had settled the fact that gold in paying quantities was to be found in the Hills, adventurers poured in towards the stockades on French creek, the present site of Custer City. In 1875 military orders were given to escort the settlers out of the region, and the pioneers were collected at the stockades for that purpose. Before leaving, however, they organised a town government, named the settlement Custer City, and dedicated a log building as the city hall. A few evaded the vigilance of the military and appeared again upon the scene almost as soon as the army disappeared over the hills. Settlers soon began to arrive again in numbers, and further interference on the part of the government was abandoned. In spite of the Indians, miners' claims soon covered the locality, extending over the rich placer diggings of Spring and Rapids creeks to the north. Deadwood and Whitewood gulches, seventy miles north of Custer City, were reached during the winter of 1875-'76, and were claimed throughout their extent. It is said that one claim in Deadwood gulch was offered in February, 1876, for a little flour and bacon, which has since yielded $300,000. The number of people in the Hills in July, 1876, was estimated at 6,500—about half of whom were in Deadwood City. Since that time immigration has brought the population of Deadwood alone up to 10,000, while there are at least 50,000 in that place and the surrounding region.

It was generally supposed that the Black Hills had been unknown to white miners up to 1874, but in view of discoveries made since the recent opening up of this country, that view is shown to have been incorrect. We quote again from Judge Maguire's interesting account: "Gold was discovered there by white men, years before the lamented Custer entered the country at the head of an army, and it would undoubtedly have been settled and developed immediately after, had not these unknown first discoverers all been massacred by Indians, wherefore reports of their discoveries were never published. Near Rapid Creek and on Whitewood and Deadwood Creeks, old "prospect holes" have been found. There is an old shaft on a goldbearing quartz vein which crosses Deadwood Gulch; and the trees near by bear the marks of bullets and arrows, the appearance of which proves that they were made years ago. In making "clean-ups" last summer, in one of the Deadwood

* Maguire.

claims, old, rusty nails were found; and on another there was an old pile of tailings. Of the conclusion arrived at from these evidences, there can be no reasonable doubt—the unfortunate white men who sank the shaft on the gold-vein, were seized and tied to the missile-scarred trees and riddled with arrows and bullets. Those who excavated the old "prospect holes" likewise fell victims to the fiendish Sioux, and not one of these first discoverers was left to report the fate of the others. So many links are lost from as many family circles, and the mourning friends of the victims, whoever they may be, are to-day alternately hoping and despairing over the long silence of their loved ones. Better they should never know just how the gloomy messenger came to seal their lips forever!

DEADWOOD.

The city of Deadwood is located at the northern extremity of the Black Hills, at the confluence of Deadwood and Whitewood creeks, and about eight miles in the interior—or from the foothills where the latter stream enters the prairie. The position, while not at all eligible for a settlement of any kind, much less for a city of the pretensions of Deadwood, has been so improved by artificial means, that not only are a surprisingly large number of people housed within its limits, but the *tout ensemble* is very pleasing to the eye. Originally the narrow gulch admitted of but one street, but excavations and cribbing have gradually added one after another until the entire north hill is now cut up into avenues, like steps, appropriately named, and lined with pretty little cottages and dwellings of more elaborate designs. The southern hill, owing to its abruptness, is valueless for building sites, and, with the exception of one or two crudely constructed log cabins, regular "old timers," which threaten to wreck themselves and residences below at any moment, its breast is bare and uninviting. The city proper, as generally understood, (there being no legally defined limits), is about one mile long, and contains at the present time about six thousand inhabitants, the male portion being engaged almost exclusively in mercantile and other legitimate business pursuits. Deadwood, although not immediately at the mines, is universally considered the metropolis of the Hills, being the county seat of Lawren county, and having the land office, courts, banks, express offices, stage headquarters, signal service station, and commission houses—conveniences found nowhere else in the hills—and in addition contains many large jobbing houses, retail stores of every description; two excellent hotels; two daily, one weekly, and one semi-monthly papers; two churches—Congregational and Catholic schools; the telegraph; a fire department; efficient constabulary force; a large and most excellent society that is daily increasing; and all the concomitants of a well regulated and prosperous community.

Three daily mails, a money order post office, the telegraph and banks, present facilities for conducting business, equal with those elsewhere enjoyed. Comfortable dwellings, marts of trade of all kinds, keeping

stocks of graded qualities to suit the tastes and purses of every one, the poor as well as the rich; a charming climate, plenty of vigorous exercise and universal prosperity, makes life in the Hills both pleasant and healthful.

THE BIG HORN COUNTRY.

Comprehended within the designation of the Big Horn country is included all the vast region lying between the Yellowstone on the north and the Sweetwater on the south, and between the Black Hills on the east and the degree of longitude defining the line of Wyoming and Idaho on the west.*

The Big Horn region has ever been regard as the most delightful place place of residence by the American Indians. It has been for a long time the theatre of an unceasing and cruel war between the Crows and Shoshones on one side and their bloody enemies the Sioux, waged for the possession of the country. The saying of the Crows that "The Great Spirit only looks on other countries in the summer, but here he lives all the year," beautifully expresses the savage appreciation of the most favored section on the continent. Indian traditions inform us that many years ago whites came to the region and trapped the wild animals for furs, but beyond this they took something from the ground which they seemed to prize. This excited the jealousy of the natives and they slaughtered the intruders to a soul. At a later date when the aborigines learned the value of gold strangers were more suspiciously watched than ever, the former determining to hold their hunting grounds at all hazards. During the Pike's Peak and Montana excitement parties who traveled in or near the region found "color," and from that time on the knowledge of its wealth, only waiting development, has been spread over the world. Since General Crook took command of the department large numbers of settlers have been enabled to go in, and at the present time camps, trading posts and mail routes are established pretty well throughout the section. Gold has thus far been found in various quantities and degrees of purity in nearly all the streams between the Powder and Yellowstone rivers. Shipments of gold from the Big Horn were made last year in small quantities. The prospects on the mountain tributaries of the Tongue river have recently brightened materially through the discovery of some excellent diggings. There are between 3,500 and 4000 prospectors and miners scattered along the various streams, some of whom are doubtless destined to become the Floods and Mackey's of the future.

* Strahorn's Guide Book.

CHICAGO.

The great Western Metropolis has been so fully advertised in a thousand ways, its history has been so often and extensively written, and its development during the forty years in which it arose from an obscure frontier Indian trading and military post, to become the fifth city of the United States in size, and the second in commercial importance; all this is familiar to almost everybody in the civilised world. The story of the Great Fire, too, the most extensive conflagration in history, is told in every tongue on every continent, and the islands of the sea. How the greatest of American cities, in a single day was laid in ashes, and how, within two or three brief years, Chicago had been rebuilt in more substantial and costly manner than before. Too many histories, books and pamphlets have been published giving a thorough exposition of Chicago, to render it necessary or proper for us to go again over a ground already so well trodden, and we shall therefore refer to the general features of the Western Metropolis, only briefly, devoting our attention more particularly to special matters, identified with the objects of this work.

During the early French explorations, a small trading post was established at the mouth of the Chicago river, but it must have been soon abandoned, as no trace of it was found by the later settlers. Sometime between 1795 and 1800, John Kinzie established a trading post at the same place, and in 1804 the U. S. Government built Fort Dearborn on the south side of the mouth of the river. In 1812 the entire garrison was massacred by the Pottawatamies on the bank of the lake, near where Sixteenth street now ends. After this nothing more was done towards settlement until 1816, but the massacre had given the locality a bad name, and pioneers avoided it for many years. Not more than fifteen cabins could be found here in 1830, and the population, a majority of whom were Indians and half breeds, did not number to exceed a hundred persons. Not a frame building was erected until 1832, and the first brick building went up the following year. Chicago was organised as a town in 1833, and incorporated a city in 1837, the population then aggregating 4,170. In 1847 it had increased to about 17,000, and at the census of 1850 it was 28,269. In 1860 it had grown to 109,263; in 1865, 178,539, and in 1870, 299,370. At the present time it is estimated at 500,000.

The advantageous geographical position occupied by Chicago at the extreme end of lake navigation, naturally brought the railroads of the West to its doors, and such connections once established, the trade of the city grew so remarkably that every succeeding line of railway from the Atlantic westward, sought an entrance to the wonderful city of the West. In this way the interest was extended, and as the great country lying beyond Chicago in every direction was settled, that city found itself in control of the trade and commerce of the entire region; a control that she yet enjoys and is likely to for a long time.



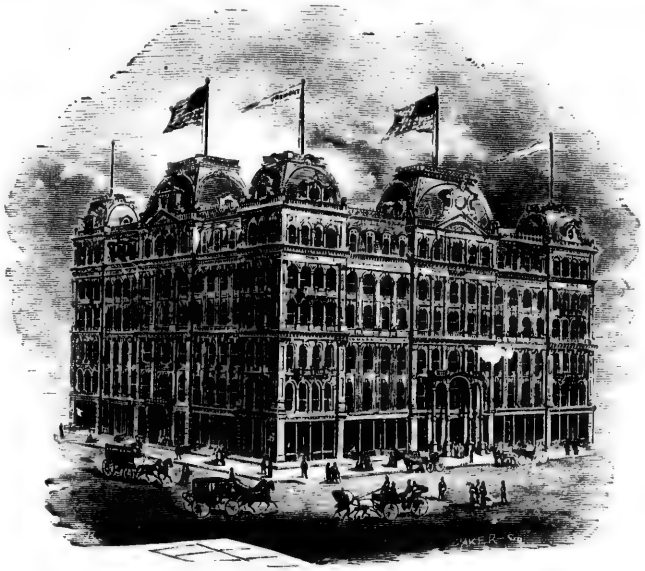
THE NEW COURT HOUSE.

Before the great fire Chicago had a Court House which was considered as handsome a structure as any great city need have. It was built of the yellow Joliet marble, and in general features corresponded to the prevailing taste of Western people a couple of decades ago. Destroyed by the conflagration, steps were almost immediately taken looking to the replacement of the Court House. In 1875 work was commenced and part of the building is half way complete. We present an accurate view of the edifice as it will appear when completed. The site is the same occupied by the old Court House, and is the block opposite the Sherman House on one side, and the Chamber of Commerce on the other. It is bounded by Randolph, LaSalle, Washington and Clark streets. The structure is composed of two wings, one of which is to be occupied by the city, and the other by the county government. The entire cost when complete will probably reach the sum of $3,000,000 or $4,000,000. The construction is under the supervision of Messrs. Egan & Hill, a well known firm of Chicago architects, whose determination is to give this city the handsomest and most convenient capitol building in the United States. That they will be able to do so no good citisen of Chicago doubts for an instant.

The Tremont House has a history intimately connecting it with that of Chicago. Three times it has been burned, as many times rebuilt, and always rising from its ashes larger and more perfect. It was erected in 1833, and burned in 1839; rebuilt and opened to the public early in 1840. It was again burned in July, 1849. During the month following, the the foundations were laid for the structure consumed in the general conflagration, October 9th, 1871. This was a brick building, completed in 1850. and opened as a first-class hotel, which reputation it maintained to the last. In 1861, it was remodeled and improvements made at a cost of $100,000. The Couch Estate suffered heavily in the great fire, the Tremont being but one of their many buildings swept away. The question of rebuilding the hotel was held open for some time, but was finally deter-

mined, and the well-known architect, Mr. John M. Van Osdel, set to work to prepare the plans for a hotel on the old site which should be second to none in the country, and the "palace" hotel of Chicago. The construction was entered upon with the energy and enterprise that has always characterised the representatives of the immense Couch estate.

The new hotel occupies the block bounded by Lake street, Dearborn street, and Couch Place, covering nearly 50,000 square feet of ground, and has a frontage of over 500 feet in the very heart of the city. It is six stories high above the basement, crowned with towers of two stories. The fronts are of the beautiful and durable Amherst sandstone, elegantly carved, yet of solid and massive appearance. The style is the French Renaissance, and in architectural beauty it surpasses any building in the city, reflecting great credit upon the taste and skill of the architect, and the liberality of the owners. Upon the main or ground floor is the grand rotun-



THE TREMONT HOUSE.

da, fifty by one hundred feet, occupying the central court, surmounted and lighted by domes of ornamental glass. It is approached by the main entrance from Dearborn street, through a spacious corridor, highly ornamented by fitted columns, panelled ceilings and polished black walnut wainscoating; also by a similar corridor from the ladies' entrance on Lake street. The ceiling is finished in panels of stucco, the floor with variegated marble tile. The office for the reception of guests is opposite, and in full view of the entrance, and a model of architectural and mechanical art, the counter and other cabinet work being more costly and elaborate than ever before put in a hotel. Opening from the Lake street corridor is the ladies'

reception room, from which by an easy flight of stairs or the passenger elevator, access is had to the grand parlors and the stories above. At the right of the grand entrance is the news parlor, and next beyond the public bathing and barbers' department. To the left is the restaurant—the hotel being conducted on both the American and European plans. Off this are private rooms for the accommodation of parties desiring special service. Adjoining the grand rotunda is the exchange, forty by one hundred feet, the floor covered with Wilton carpet. The counter, mirror frames and wainscoating are the finest specimens of wood-carving ever before used in finishing any public place.

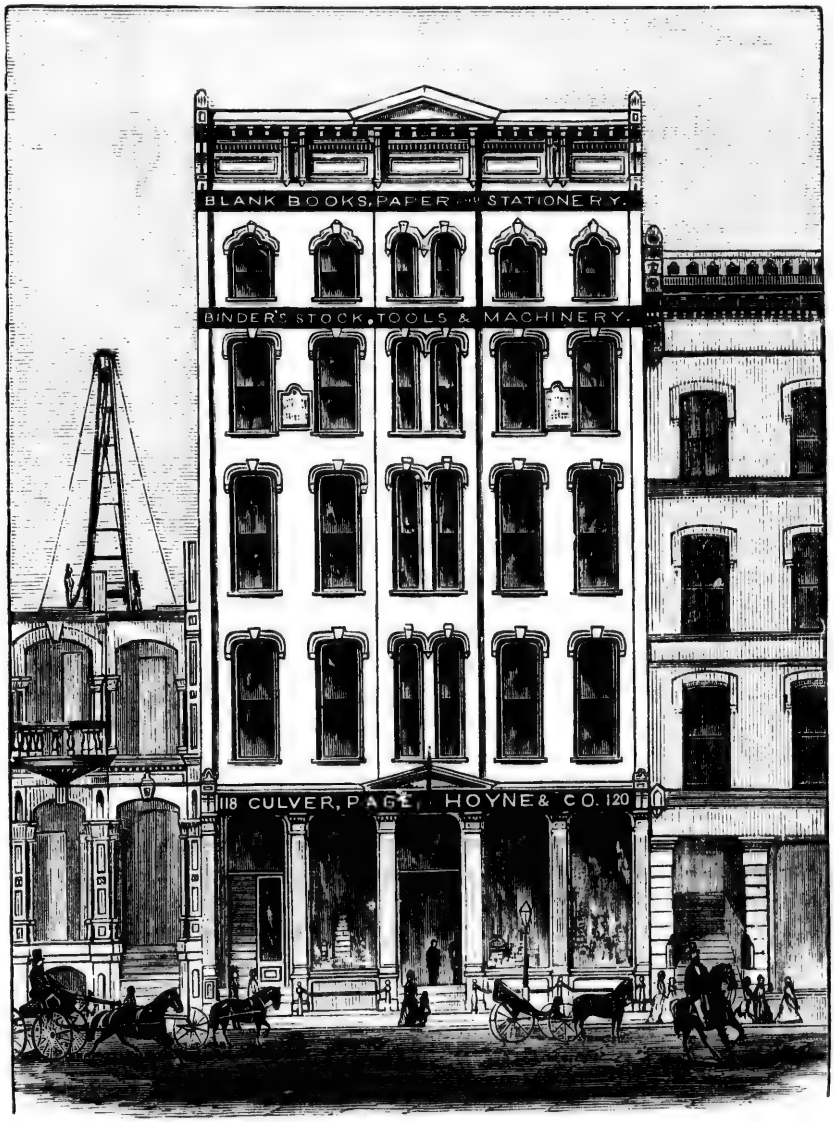
Ascending from the office by the grand staircase, or the elegant carpeted flight from the ladies' entrance, we reach the second story. In the northeast corner is the principal dining hall, sixty-four feet in width by one hundred in length, beautifully lighted by ornamental glass windows on three sides; the ceiling, over twenty feet in height, wrought in stucco, which, with the polished wainscoating of black walnut, and the mosaic marble floor, makes the construction of the room unsurpassed.

On the Dearborn street side, and opposite the grand stairs, are the gentlemen's parlors, three in number, connected as required by sliding doors, finished in the same costly style, Turkish rugs on the floors in maroon and green, in harmony with the velvet furniture and drapings. Beyond these on the south are three committee rooms, a convenience found nowhere else, and very much appreciated by the guests and citisens. On this floor are several private suites, parlor and bed rooms with bath and toilet rooms connecting, furnished in the handsomest and most comfortable manner.

The second floor is devoted entirely to private apartments for guests, and is furnished in suites of parlors and one or more bed rooms, and toilet rooms connecting, and in single chambers, each having hot and cold water, marble mantels, grates, etc., all perfectly lighted and ventilated from the street or the central court, furnished with solid black walnut and velvet, or polished rosewood with satin, draperies and carpets matching or contrasting tastefully. The same description will apply to the floors above, there being no difference in the construction and the furnishings, carpets, upholstery, draperies, mirrors, mantel ornaments and gas fixtures all of the same costliness, differing only in shades of color. The building is practically *fire proof*, being constructed with all modern means for protection from damage by that element. Standing water-pipes, with thirty openings, having hose attached of sufficient length to flood with water every room and corridor, connected with a stationary steam fire engine, the floors all laid in cement, the partitions filled in with brick, preventing any possibility of fire spreading in case of accident.

There are three hundred rooms, giving ample accommodation for four hundred guests in a first-class unequalled way, and although located so conveniently in the busiest quarters of the city, central to all the great de-

pots, the banks, wholesale stores and places of elegant shopping and amusements, it is yet more quiet than any other hotel—the neighborhood being entirely rebuilt—the streets on all sides up to the grade and finished with the new Nicholson pavement.



CULVER, PAGE, HOYNE & CO.'S BUILDING.

Of the rich and influential business houses of Chicago, especially those which being crippled by the fire, started immediately again with new life and vigor, many have since grown to proportions they never dreamed of attaining. The reader will find an illustration of the business premises of such a house, one which we think worthy of special notice as being representative of Chicago push and enterprise, and an instance of what may be the ultimate outgrowth of humble means and efforts, rightfully applied through patient, toilsome years. The house of Messrs. Culver, Page, Hoyne & Co., Nos. 118 and 120 Monroe street is one of the largest manufacturing stationery, bookbinding and printing establishments in the country. The nucleus of the present business was formed in 1848 when William Stacy commenced a small bookbindery, which was bought out by H. Z. Culver and D. W. Page in 1854. In the following year M. A. Hoyne became a partner, forming the firm of Culver, Page & Hoyne. From this time on to 1866 the firm were eminently successful in business; so much so in fact that they were compelled to start a printing office to avoid the losses and annoyances incident to sending out their work to fifty small offices. Accordingly Mr. Charles W. McCluer, was added to the concern in charge of the printing department. Prosperity continued until the fire in 1871 when the property of the firm was entirely destroyed. Scarcely a year, however, had elapsed before the fine structure depicted in our cut stood almost alone in the street. The new building is substantially and handsomely built of brick, five stories in height with very high ceilings and fitted with all modern improvements. Each floor is about 185x45 feet in size. The basement extending under the whole building and under the sidewalk and alley is principally used for storing the vast amount of goods, paper, etc., and in it is placed a battery of boilers and the fine engine which runs the large elevator running from basement to roof, furnishing all the power required in the various departments and heats the entire building by steam. The first floor is entirely occupied by the stationery store of the house, and is one of the largest and finest in the world. The second floor is rented to the *Prairie Farmer* Company. The third is used for storing goods in original packages and cases. The fourth is the largest and most complete printing establishment on one floor in the United States. The mammoth book bindery of the firm is located on the fifth floor. In all the above departments a force of nearly two hundred men is employed. The firm personally are well known and prominent citizens. The senior member Mr. H. Z. Culver is prominently connected with insurance interests as president of the American Insurance Company, and Messrs. Hoyne, Page and McCluer are equally prominent commercially and socially among the solid men of Chicago.

CHICAGO AND MICHIGAN LAKE SHORE RAILROAD.

Among the many iron tentacles that stretch out from Chicago, the greatest railroad centre in the world, grasping and drawing into its mouth

the commerce of the nations, the Chicago and Michigan Lake Shore railroad is not the least important. Its main line extends from New Buffalo to Pentwater, 170 miles, with a branch from Holland to Grand Rapids, 25 miles, and another from Muskegon to Big Rapids, 55 miles. Trains with sleepers attached run direct from Chicago via this line to Grand Rapids, via Holland. The distance from Chicago to New Buffalo is 66 miles, and from thence to Grand Rapids 115 miles. A number of thriving commercial and manufacturing towns are stations on this road: among them may be mentioned New Buffalo, St. Joseph, Benton Harbor, Hartford, Bangor (where there are large furnaces and smelting works), Grand Junction, the crossing of the South Haven and Kalamazoo branch of the Michigan Central R. R.; Richmond, near the mouth of Kalamazoo river, is the point of departure for a small steamer that runs to East Saugatuck, making close freight and passenger connection between this road and that place, six miles from Richmond on the lake. At Holland the Chicago and Lake Shore R. R. crosses the C. & M. L. S. R. R. Robinson is an important lumbering point. Nunica is the crossing of the Detroit and Milwaukee railroad, and is a joint station of the two roads. Fruitport, a prominent station, has the advantage of a celebrated mineral spring, and is an already popular and growing summer resort. Between this point and Grand Haven, and Perrysville, a small steamer makes frequent trips. Muskegon, another important point on the road, is the greatest lumbering centre in Northern Michigan, and the company transacts a large carrying business in hauling logs to mills between Muskegon, Big Rapids, Whitehall, Montague, Shelby, Mears and Pentwater.

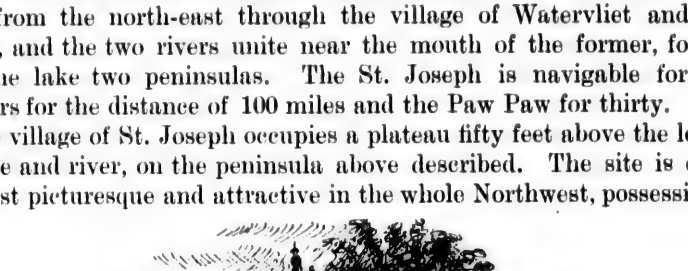
On the branch from Muskegon to Big Rapids are the heavy lumbering points of Twin Lake, Holton, Fremont Lake, Worcester, Alleyton, White Cloud, Traverse Road, Hungerford, and Big Rapids.

The equipment of the Chicago and Michigan Lake Shore road is ample and excellent: it has 250 flat cars, 150 box cars, 72 coaches, and 27 engines. The road is well graded, tied and ironed, and generally is regarded by experts to be in as satisfactory a condition as any line of railway in the country. Both its freight and passenger traffic are extensive and rapidly increasing under the energetic administration of Geo. C. Kimball, Esq., general manager, an officer whose executive abilities command for him the respect of the railroad profession, and the confidence of the public who have been benefited by the advance in general usefulness made by the road since he took hold of its affairs. Mr. Kimball's task is lightened by his good fortune in having an excellent staff of experts about him. Mr. C. M. Lawler, assistant superintendent, is a railroad official of high standing and ability, and justly popular with the friends and patrons of the road. Mr. A. M. Nichols, general freight and passenger agent, is also a well known, respected and able officer. The united labors of these executive officers have rendered the road one of Chicago's most important rail connections.

ST. JOSEPH, MICH.

St. Joseph is a handsome lake port and village situated on Lake Michigan, at the mouth of the St. Joseph River, in latitude 42; it is 62 miles from Chicago, and about 100 from Milwaukee, with both of which cities daily steam communication is maintained during the season of navigation. The St. Joseph River traverses the county from the south-east through the city of Niles and the villages of Buchanan and Berrien; the Paw Paw River from the north-east through the village of Watervliet and near Colona, and the two rivers unite near the mouth of the former, forming with the lake two peninsulas. The St. Joseph is navigable for river steamers for the distance of 100 miles and the Paw Paw for thirty.

The village of St. Joseph occupies a plateau fifty feet above the level of the lake and river, on the peninsula above described. The site is one of the most picturesque and attractive in the whole Northwest, possessing the



PARK HOTEL.

further advantage of being entirely free from malarial or zymatic diseases of any kind, and considered one of the most healthy localities in the country. The population of St. Joseph according to the latest census was 2,718 and is steadily growing. The village has a fine Union School well sustained, and seven church societies, all of which are believed to be in a prosperous condition. One of the principal features of trade at this point is the immense fruit interest centreing at St. Joseph from the surrounding region, conceded to be the finest peach growing region in the West. In addition to the principal crop, large quantities of small fruits such as grapes and blackberries are shipped to Chicago daily during their season.

St. Joseph is the most popular fishing resort anywhere within two hundred miles of Chicago. From the pier, off the bar and up the river, according to wind and weather, hundreds of people may be seen every day busy catching the most splendid specimens of bass, pike, pickerel, cisco,

muskalonge and perch. The bass fishing at this point is epecially famous, it being a common thing to hook black bass weighing from three to five pounds, and by the hundred. Everything requisite to the enjoyment of the sport is found on the ground. There are plenty of good boats, bait, and tackle. Above all the angler finds at St. Joseph something almost a *rara avis*, one of the finest and liberally kept first-class hotels in the West. The Park House conducted by Mr. Sam. Brown, one of the best hotel managers in the country, was formerly the handsomest and most costly private mansion in the vicinity. It is quite commodious enough to royally lodge a large number of guests, and its location is one of the most eligible in the village. Embowered amidst noble forest trees that almost hide it from sight, it is surrounded by splendid grounds, carefully trimmed and gardened. Nothing could be more agreeable to sportsman or family than the quiet refinement of this little palace by the lake, where every delicacy one finds at a Delmonico's, is served to enrapture the palate, and where rest is sought in apartments fit for princes. The drives in the neighborhood of St. Joseph are charming and in every respect it is as attractive a Summer resort as can be found anywhere in the Golden North-West.

BENTON HARBOR.

Benton Harbor is a lake village extensively engaged in the Michigan fruit trade, situated on Lake Michigan near St. Joseph. The early history of the place is unimportant, but a good many years ago it began to be noticed that fruit orchards in the vicinity invariably escaped the frosts that killed fruit in other and not distant localities. In consequence of this discovery, land was largely bought up at high prices, and devoted to peach culture, which interest alone has made Benton Harbor a place of considerable importance. In 1860 a village was laid out on a flat near the marsh which extends to the lake, and it was at first called Brunson Harbor. A canal twenty-five feet wide and eight feet deep was completed to the lake in 1862. In 1865 the name of the village was changed to Benton Harbor.

Recently the canal has been widened to fifty feet, making it navigable for vessels of considerable size. There are a number of fine business buildings in the village, several substantial places of worship, and a large Union School built at a cost of $30,000. The population of Benton Harbor is in the neighborhood of 1,200.

Among the principal advantages which Benton Harbor enjoys commercially, the greatest is the intimate and extensive connection maintained with the metropolis by the steamer line of Messrs. Graham, Morton & Co., Benton Harbor, Mich., and 48 River street, Chicago. The popular and fast passenger steamer Messenger runs regularly, leaving the company's dock at the foot of Wabash avenue every morning at 10 o'clock, Saturdays and Sundays excepted; on Saturdays it leaves at 11.30 P. M. Returning, the steamer leaves Benton Harbor every evening at 9 o'clock, Saturday excepted. The trip, occupying five hours either way, is the pleasantest

across the lake. It allows parties from Chicago a long afternoon in Benton Harbor, followed by a pleasant night's rest in a comfortable Messenger state room, reaching Chicago bright and early in the morning. As an extra inducement to travel, the management, while maintaining the vessel (and all in their line) in a style of unexceptionable liberality, have put the fare down to the low figure of $2, berth included, for the round trip, or $1.50 each way. Freights are carried as low by this as by any other line. Freights are also carried by this excellent line for Hager, Riverside, Colona, Watervliet, Hartford, Bangor, Breedsville, Grand Junction, Millburgh, Pipestone, Eau Claire, Berrien Centre, and Shanghai. Messrs. Graham, Morton & Co. also do a general dockage and storage business at reasonable rates. The following fine propellers run from their dock: the R. C. Brittain, for Saugatuck; the Douglas Trader, for Pentwater; and the Snook, for Whitehall and Montague.

If the reader ever has occasion to visit either St. Joseph or Benton Harbor, he should not fail to patronise the Messenger.

THE HOOSAC TUNNEL ROUTE.

Not only is the great Hoosac Tunnel route between Chicago and Boston and the East interesting because of the pre-eminence it has gained over rival lines in popularity and traffic, but as well because it is identified with one of the greatest engineering triumphs of history. Excepting only the Mount Cenis Tunnel, the Hoosac Tunnel is the largest in the world, and the largest in the United States. The Mount Cenis Tunnel, which was constructed jointly by the governments of France and Italy, is seven and one-half miles in length, while the Hoosac Tunnel is four and three-fourths of a mile in length, or 25,081 feet. The present cost of the tunnel, including interest, is estimated to be about sixteen million dollars.

The arch of the Hoosac Tunnel is twenty-six feet wide, and from twenty-two to twenty-six feet high, thus affording ample room for a double track, and insuring the greatest safety. At the west entrance to the tunnel (North Adams) is an elegant granite facade, the superior workmanship of which attests the thorough and substantial character of the entire structure. Twenty-five hundred feet from the west end of the tunnel is the west shaft, which is three hundred and eighteen feet to the outlet at the top; while twelve thousand two hundred and forty-four feet from the west end, or not quite midway through the tunnel, is the central shaft, measuring fifteen by twenty-seven feet, and being one thousand and twenty-eight feet from the bed of the tunnel to the summit of the mountain. While passing through the tunnel eastward, the traveler's attention will be attracted successively to three great lights, the first indicating that one-quarter of the distance has been accomplished, while the third indicates that three-fourths of the distance has been overcome.

The grade of the tunnel is about twenty-six feet to the mile from either

portal to the central shaft, so that while approaching the central shaft the grade is ascending there, and descending thereafter. Thus it is, and by the aid of a drain cut into the solid rock bed, and varying from one or two feet in diameter, that the vast volume of water, estimated to be about six hundred gallons per minute, forces its way out of the tunnel, mingling with that of the Hoosac river.

At its greatest altitude from the bed of the tunnel, the Hoosac Mountain is about nineteen hundred feet. When, a few years ago, the journey over the mountain was accomplished by stage, from two to three hours were required; now the passage through the tunnel can be made in about ten minutes. Thus time and space are annihilated! Thus the barriers of nature give way to the advancement and enlightenment of civilisation.

From a commercial point of view, if from no other, the completion and successful operation of the Hoosac Tunnel must be regarded as one of the grandest achievements of modern times. Judging it as a whole, as the result of the labor and industry of nearly a quarter of a century, it stands a living monument to the enterprise and progress of the American people—a statue to the triumph of engineering skill—an emblem of enlightenment, of civilisation, of christianity, of liberty.

THE MICHIGAN CENTRAL RAILWAY.

The advantages of travel over the lines of the Michigan Central railway are numerous. It is known to be the most direct, the most comfortable but beyond this it the only east and west line that runs the magnificent and convenient dining cars wherein the hungry traveler may eat at his leasure, and likewise at the rate of forty miles an hour. This system does entirely away with the excessively disagreeable jump and run experiences of railway station feeding. Moreover the *cuisinè* is comparable only with that of the very first hotels. All meals are served at the moderate price of seventy-five cents each, while the wine card tempts the epicure with every standard vintage and tap known to the most exclusive club. It should be remembered that a view of the Niagara Falls can only be obtained by this route, the crossing of the Niagara river being in such a position that passengers are enabled to enjoy the most perfect view of the whole grand scene while reclining comfortably in their seats. Both for freight and passage the Michigan Central is the most popular east and west route connecting Chicago with the seaboard.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

The Lake Shore and Michigan Southern Railway is one of the oldest as it is one of the most important connections with the East, that Chicago possesses. Intimately connected in controll and management with the New York Central Railroad, it offers one of the finest routes imaginable to and from New York and the Atlantic seaboard. It is the only all rail

route to the East that avoids both ferries and transfers. Both as to freight and passenger business, the Lake Shore and Michigan Southern Railway is as important a line as any in the world; its advantages as a trunk line are, however, of greater interest to the readers of this work than are other considerations. Through sleeping coaches run between Chicago and New York, via Albany, on every express train. This line passes a greater number of great points of interest to the business man than perhaps any other of equal length in the United States. All the great commercial cities of Illinois, Indiana, Ohio, Pennsylvania, New York, and the Eastern and Middle States may be quickly, conveniently, and comfortably visited by the Lake Shore route.

THE GRAND TRUNK LINE.

The Grand Trunk railway is one of the most important links that connect the west and east socially and commercially. It enjoys advantages superior to those of other lines in controlling a vast traffic both to and from American and Canadian termini. For passengers it is by several dollars the cheapest route to Boston and points in Maine, New Hampshire, Vermont and Massachusetts. As a pleasure route the Grand Trunk offers attractions superior to any possessed by any other line. It connects with river steamers for the beautiful trip to the Thousand Islands and the St. Lawrence river to Montreal, shooting the world renowned Rapids of the St. Lawrence by daylight. This is the direct route via Montreal to Quebec, St. Johns, Halifax, White Mountains, Portland, Boston, Lake Champlain Lake George, Hudson river, and seaside resorts. Through Wagner cars accompany every evening express train from Chicago to Buffalo and Boston without change, and Pullman Palaces are attached to the 9.00 A. M. through express from Chicago to Portland, making the entire run without change.

THE CANADA SOUTHERN RAILWAY.

The lines of this enterprising and powerful railway corporation, extending from Detroit and Toledo to Buffalo, with their Niagara extension, form the only route from the West running directly to Niagara Falls. They afford passengers an opportunity of witnessing the Horse Shoe Falls and the mighty rapids from the train, and land them on the Canadian side, within one block of the Clifton and Prospect Houses, where the finest view of the Falls is obtained. Among all the iron roads leading to and from the western metropolis, none are more worthy of note than the Canada Southern Railway.

THE GREAT WESTERN RAILWAY OF CANADA.

The Great Western Railway of Canada, which runs, in connection with the Michigan Central Railway, through Canada from Detroit to Suspension Bridge at Niagara Falls, is one of the finest trunk lines on the continent, and magnificently supplies the great link which otherwise would be missing in the direct route from Chicago to the East. Everything pertaining

to the freight or passenger service of the line is ample and excellent, and the Great Western deservedly ranks among the most necessary and valuable railway connections in the great Chicago system of east and west lines.

THE CHICAGO, ALTON AND ST. LOUIS LINES.

The great network of railways extending from Chicago south, southwest and west, controlled and operated by the Chicago, Alton and St. Louis Railway Company, is a magnificent monument to western enterprise. Beyond question the metropolis owes a great deal of its commercial supremacy to the trade fed to it by the numerous lines, branches and connections of this gigantic organisation. We can only refer briefly to the advantages and facilities offered for freight and passage by the Chicago, Alton and St. Louis lines, as the limit of our available space renders an extended notice impracticable. Luxurious and costly dining cars are attached to all through trains, upon which passengers may take their meals comfortably at the moderate rate of seventy-five cents per meal, the table being equal in every respect to that of the best hotels. Magnificent reclining chair cars have been recently placed on the lines of this company, for the advantages of which first-class passengers are not charged anything extra. No other line running between Chicago and Kansas City furnishes these reclining chair cars, and no other line runs Pullman Palace sleeping cars and dining cars between Chicago and Springfield, and Chicago and St. Louis. The Chicago, Alton and St. Louis is by over two hours the quickest route to Kansas City, Denver, Pueblo, and all points west of the Mississippi river. It should not be forgotten that the superior attractions offered to the traveling public by this company, are, to a considerable extent, due to the technical skill, energy and enterprise of Mr. J. C. McMullin, General Manager, and Mr. James Charlton, General Passenger and Ticket Agent, at Chicago. Both of these gentlemen stand at the head of their profession in the departments of the service they represent, and have earned reputations for statesmanlike administration of which they may excusably feel proud. In addition, both Mr. McMullin and Mr. Charlton, personally, are among the most popular of our high-rank railway officials, enjoying the confidence and respect of the business men and society generally in Chicago.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

The Chicago, Rock Island and Pacific Railroad, one of the most colossal organisations of the kind in the world, is the great freight and passenger carrier between Chicago and the West. Its great overland express train between Chicago and Omaha is an institution almost as well known as the line itself. A peculiarity of these overland trains is that they are accompanied, between Chicago and Omaha, by the new and elegant dining and restaurant cars recently completed by the road at a heavy cost. In these flying palaces delicious meals are served from full bill of fare for 75 cents,

and two hours' time allowed to each. Between regular meals anything in the market is served *a la carte*, at moderate rates, while the buffet is stocked with the finest ales, wines, liquors and cigars to be obtained in the country. These, among other inducements, render the Chicago, Rock Island and Pacific the most comfortable and popular trunk line in the West.

H. C. TIFFANY & CO.

One of the reasons Chicago has pushed its way ahead of rival cities, is no doubt because it has been notoriously the most lavish in its use of printer's ink of any community in the country. Thus it has kept itself extensively before the eye of the people here and wherever print is read by man. This peculiar and enterprising policy has given birth to some of the largest printing and publishing enterprises in the world, representative of which it may not be improper to refer to the house of Messrs. H. C. Tiffany & Co., Nos. 151 and 153 Fifth avenue, Chicago, the leading establishment of the whole West in the lines of which it makes specialties, and the equal of any other house in the general departments of the printing and publishing business. The firm make a specialty of insurance supplies of all descriptions, and keep in stock a larger assortment of insurance blanks (both fire and marine) than can be found anywhere else in the United States. Companies and agents are supplied at moderate rates, and samples of any of the blanks are furnished on application. Some of the finest work in the way of book and periodical publication is daily turned out in large quantities at the establishment of Messrs. H. C. Tiffany & Co.

THE AMERICAN INSURANCE COMPANY OF CHICAGO.

The commercial metropolis of the West has many excellent and substantial financial and insurance institutions which are at once a credit to the city and to the public spirited citisens to whom they owe existence. We could not hope to review all of these, pleasant to us and interesting to the reader as the task would be and we must content ourselves with a few remarks, emanating from a disinterested source, regarding one of our most popular, ably managed and prosperous insurance companies. We quote the remarks of the New York *Independent, apropos* of the American Insurance Company of Chicago:

"Wisdom and duty are often inseparable, in a sense—we may say always; since it is the part of wisdom to do our duty, and duty to act the part of wisdom.

It is wise to protect one's property against unforseen accidents and destruction, as well as our duty to provide for our families. This is an old story; nevertheless true, and as pertinent to-day as when Adam was thrown upon his own resources from the Garden of Eden. That our property will or will not be destroyed by fire we do not and cannot know. That somebody's property is being destroyed by fire every day of the year, and will be so long as time continues, no one will dispute. That a fire will

not occur when we are waiting and watching, is unquestionably certain. At the dead hour of midnight, or in the flash of lightning, or perchance when husband and protector is far away in the field, should the demon strike, and we are without security, we can only exclaim: *Too late!* Wisdom and duty both dictate that no person with home and property should be without insurance in some one of our many good and reliable insurance companies; and among all we know of none more worthy of the confidence and patronage of the farmer and those owning dwelling houses than the American Insurance Company, of Chicago, confining its business to farm property, dwelling houses, churches and school houses; writing no policies in any of the large cities, and only $5,000 on any one risk—making great loss by sweeping conflagration impossible. With cash assets amounting to $904,224.31, being $470,305.67 more than is necessary, under the insurance laws of fifty per cent. reserve, to pay all liabilities and reinsure all outstanding risks; in addition to which this company has over one and one-half million of dollars of installment notes not yet due."

The following statement of the amount of cash received by twenty-four companies doing the largest business in the State of Illinois during the year 1877, as shown by the official reports on file in the insurance department of that state, places the "American" at the head of the list; and also shows the total receipts in Illinois, Indiana, Missouri, Wisconsin, Iowa, and Ohio by the same companies:

NAME OF COMPANY.	HOME OFFICE.	ILLINOIS.	TOTAL.
American	Chicago	$226,072	$651,897
Home	New York	211,808	721,130
Ætna	Hartford	210,181	687,919
Hartford	Hartford	182,643	496,124
Rockford	Rockford, Ill.	158,142	215,527
Traders	Chicago	133,240	164,436
Phœnix	Hartford	103,229	456,658
Ins. Co. of North Am.	Philadelphia	100,852	367,034
Phenix	Brooklyn	90,839	328,948
Fire Association	Philadelphia	87,983	255,022
Agricultural	Watertown, N. Y.	87,403	102,444
Liverpool, London and Globe	Liverpool	85,503	229,680
Continental	New York	85,218	427,023
Girard	Philadelphia	81,067	150,576
German American	New York	74,121	244,870
N. W. National	Milwaukee	73,390	174,144
German	Freeport, Ill	69,862	139,601
Royal	Liverpool	67,718	276,785
American Central	St. Louis	65,881	188,589
Springfield F. & M.	Springfield, Mass	61,441	177,760
Royal Canadian	Montreal	58,418	73,126
Lycoming	Muncie, Pa	57,872	118,200
Germania	New York	51,684	144,093
N. B. and Mercantile	London	50,482	209,213

JOHN PAUL,

Lumber, Doors, Sash, Moulding, and Paper,

A SPECIALTY.

GENERAL OFFICE, LA CROSSE, WIS.

BRANCH YARDS:

Rushford,	Minn.	Peterson,	Minn.	Lanesboro,	Minn.	Albert Lea,	Minn.
Inisours,	"	Fountain,	"	Wykoff,	"	Spring Valley,	"
Dexter,	"	Alden,	"	Delavan,	"	Mapleton,	"
Good Thunder,	"	Brownsville,	"	New Albion,	Iowa.	Lansing,	Iowa.

Warner House,

SPARTA, WIS.

THIS FAVORITE HOUSE, fronting on Court Park, on which is located the celebrated Mineral Spring,—with accommodations for one hundred and fifty guests, has been leased for a term of years, by the present proprietors, and re-fitted and newly furnished.

The house is open summer and winter, for pleasure seekers and invalids, as well as the general public. It is well calculated to suit the comfort and convenience of invalids and families, having 115 rooms, 40 of which are *en suite* and on the ground floor. The season proper will open the first of June and close the first of September.

HOLBROOK & NICHOLS, Proprs.

W. Stevenson Johnson. J. B. Gribler.

JOHNSON & GRIBLER,

ATTORNEYS AT LAW,

99 E. Washington Street,

Offices, 17, 18 and 19, CHICAGO.

HON. EMERY A. STORRS, Of Counsel.

—Correspondence in all Foreign Languages.—

Practice in all the Courts.

GET THE



BEST.

Four pages Colored Plates. A whole Library in itself. Invaluable in any family, and in any school.
3,000 Engravings; 1840 Pages Quarto.
National Pictorial Dictionary,
1040 Pages Octavo. 600 Engravings.

The sale is **20** times as great as the sale of any other large Dictionery. Contains **one-fifth** more matter than any other large Dictionery. More than 30,000 copies have been placed in the public schools of the United States.
Recommended by State Superintendents of Schools in 35 different States. Contains *3000* Illustrations, nearly 3 times as many as any other Dictionary.

Published by G. & C. MERRIAM, Springfield, Mass.

ESTABLISHED 1852.

MONS ANDERSON,

Importer and Jobber of

DRY GOODS,

Notions, Clothing,

Woolens, Etc.

LA CROSSE, WIS.

TREMONT HOUSE,

CHICAGO.

THE PALACE HOTEL.

COR. LAKE AND DEARBORN STREETS.

AMERICAN AND EUROPEAN PLANS.

AN ELEGANT RESTAURANT ATTACHED TO THE HOUSE.

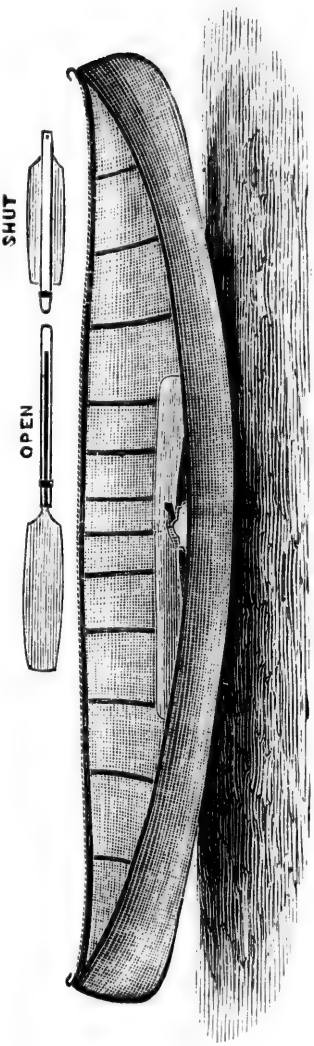
Prices have been reduced to $3.00 PER DAY FOR ALL ROOMS above the parlor floor, except front rooms and rooms with baths.

Rooms on the European plan at $1.00 to $2.50 per day.

The appointments of the TREMONT are not surpassed by any Hotel in the country.

JEWETT WILCOX, MANAGER.

JAMES COUCH, PROPRIETOR.





BOAT FOLDED.

WE take pleasure in calling your attention to our Sporting, Folding Canvas Boat, **"AUDUBON"** *(patent applied for), as shown by above cut.*

We claim it is the best boat for the purpose intended ever offered, being strong, durable, light and easily transported. It can be easily folded and unfolded **without any tools,** *simply with the hands, and packed within a space of three feet in length, ten inches in width and fifteen inches in depth. A boat twelve feet long, thirty inches wide and twelve inches deep, including bottom boards, gunwale and keel, will weigh 35 lbs., and has capacity to safely carry three men.*

In designing this boat our object has been to get it up in such a manner that, while we sacrafice nothing in utility or beauty, we make it so cheap as to be within the reach of any one contemplating a summer tour. It can be packed in an ordinary sized trunk.

PRICE, of a 12-Foot Boat, as described,	**$20.00 each**
" " " " " with Oar Locks,	**25.00 each.**
" " Folding Paddle, as per cut.	**1.00 each.**

We solicit correspondence from any one desiring further particulars or information as to larger sized or decked over boat.

W. W. BARCUS & CO. Sole Manufacturers,

282 SOUTH WATER STREET, CHICAGO.

LA CROSSE BUSINESS COLLEGE.

$35. Life Scholarship. $35.

The public will notice the difference between a *Scholarship* and a *Life Scholarship*. The first entitles you to go to school *until you have finished the course of study in that college*. If you ever want to go back and reveiw, you must pay extra for it. These scholarships say time *unlimited*—which means that you go to and from the college as many times as you see fit and pay your railroad fare, but when you have completed the course you are *done*. Now a *Life Scholarship* entitles you to go to school as long as you see fit and at any time you choose, either after having finished the course, to review, or at any other time.

SCHEDULE OF TERMS, ETC.

Literary Department.—Reading, Spelling, Grammar, History, Geography and Arithmetic.

Commercial Department.—Book-keeping, by single and double entry, Penmanship, Commercial Law, Business Correspondence, and Business Practice.

LITERARY DEPARTMENT.
(DAILY RECITATION.)

1 month	$10.00
2 months	15.00
3 months	20.00
4 months	25.00

COMMERCIAL DEPARTMENT.
(DAILY RECITATION.)

1 month	$12.50
2 months	$20.00
3 months	25.00
Life Scholarship	35.00

Books, Blanks, Stationery, &c from $6 to $8.

TELEGRAPH DEPARTMENT.
(DAY SCHOOL.)

3 months	$25.00
6 months	40.00

(EVENING SCHOOL.)

3 months	$20.00
6 months	30.00

Life scholarship entitles the holders to instructions in all branches taught in Commercial and Literary Departments. Students holding Life Scholarships in Commercial Department will be entitled to six months instruction in Telegraph Department, upon payment of $30. Good board from $3.00 to $3.50 per week, or in clubs from $1.75 to $2.25.

This College holds both Wis. and Minn. State Diplomas for best system of *book-keeping* and *business practice*.

J. L. WALLACE, Proprietor.

RUSSELL & WILLFORD,

MANUFACTURERS OF

THE MINNEAPOLIS

DOUBLE BLAST MIDDLINGS PURIFIER.

DESIGNED FOR BOTH HARD AND SOFT WHEAT MIDDLINGS.

DESCRIPTION.

1st.—The improvements consist of an *UNDER BLAST FAN*, located at the head of machine, directly under the shaker frame, and provided with air chambers extending along sides of machine, through which the blasts is conducted till it enters the machine by openings on either side, and is regulated by valves so that the blast may be applied strongest at head or tail of cloth as may be necessary. By admitting the blast in this way, the fine middlings are not carried over into the course middlings or returns, which has been the fault with all under-blast machines as heretofore constructed.

2d.—The blast, after entering the machine, in manner described, is forced up through a moveable endless apron, constructed of zinc, or other suitable material, in such manner as to create sharp currents of air, a distance of two inches apart, extending latterly up through the cloth.

3d.—The apron is mounted on drums or band wheels, and is driven by a band from a pulley on fan shaft, which rotates said drums or band wheels, and carries the top side of apron alternately from head to tail of machine, while the air passes up through in sharp jets, and sweeps the light material over tail cloth, or is carried away to the dust room by the upper fan which is located directly over the cloth, and is supplied with suitable tubes, valves, etc., for the regulation of the air.

4th.—The sharp jets of air, passing up through and moving from head to tail of cloth, keep the meshes open, and enable this machine to operate on very soft middlings and such as could not be made to flow over the cloth of ordinary machines.

DIMENSIONS.—Length, 8 feet, 10 inches; width, 4 feet, 2 inches; height, 5 feet, 8 inches; diameter of driving pulley, 5 inches; face, 4 inches; motion, 700 revolutions per minute.

REFERENCES.—C. A. Pillsbury & Co., Minneapolis, Minn.; Keys Bros., Frontenac, Minn.; Union Mill Co., Detroit, Mich.; Champion Mill Co., Detroit, Mich.; W. F. Cahill & Co., Minneapolis, Minn.

Address, P. O. Box 590, Minneapolis, Minn.

Send for Descriptive List and Price Circular.

LAKE SIDE COTTAGES,

WISCONSIN,

D. W. FOWLER, Manager.

P. O. Hartland, - - - Waukesha Co., Wis

Summer Hotel located on North Shore Pewaukee Lake, 22 miles west of Milwaukee Splendid Boating and Fishing accommodations for one hundred guests.

CRAWFORD ACADEMY,

CRAWFORD, COOK CO., ILL.

Principal, A. LENNON, M. A.

Author of "Abstracts of Latin Parsing and Analysis," Lennon's "School Programme."

REFERENCES.—J. F. Stuart, Ass't Supt. Am. Ex.; M. L. Comstock, Prof. Math., Knox College, E. S. Albro, Board of Trade, Chicago; M. D. Broadway, John Crawford, D. S. Walden, H. M. Tyler, Amherst College, Mass.

W. S. JOHNSON,
Attorney at Law, 99 Washington St.

NEWTON BATEMAN,
Ex-Superintendent Public Instruction.

NEWHALL HOUSE,

MILWAUKEE, WIS.

J. F. ANTISDEL, Propr.



The Coolest Summer Resort in the U. S.

PARK HOTEL,

ST. JOSEPH, MICH.

TO THE TRAVELING PUBLIC:

ST. JOSEPH, MICH., May 8, '78.

Having assumed proprietorship of the **Park Hotel,** at this place, and furnished it with everything that modern skill affords, I am now prepared to entertain my friends and the public generally, in the most comfortable and homelike hotel in the State.

Fine and large sample rooms for Commercial Travelers on first floor. Hot and cold water baths, beautiful grounds, located in the business portion of the town, and will be kept as a first-class hotel.

SAM. H. BROWN, Proprietor.

THE

National Life Ins. Co., U. S. of A.

WASHINGTON, D. C.

CHARTERED BY CONGRESS

CASH CAPITAL, - - $1,000,000.00

Assets, Jan. 1st, 1878, - $4,023,362.94

Surplus, " " - - $1,300,814.83

ALL THIS SURPLUS IS SECURITY ADDITIONAL TO THE RESERVE, WHICH IS CALCULATED ON A 6 PER CENT BASIS.

RATIO OF ASSETS TO LIABILITIES **148** *PER CENT.*

THE LARGEST CAPITAL OF ANY LIFE INSURANCE COMPANY IN THE WORLD.

PERFECT SECURITY. LOW RATES OF PREMIUMS. DEFINITE CONTRACTS.

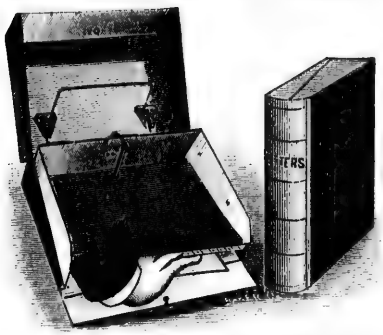
OFFICERS.

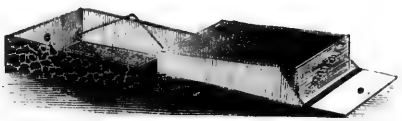
EMERSON W. PEET, President and Actuary

J. ALDER ELLIS, Vice President. *JOHN M. BUTLER, Secretary.*

SAMUEL M. NICKERSON, Chairman Finance and Executive Committee.

ECONOMICAL, CLEANLY AND LABOR SAVING.





Photograph from File in use containing over 800 Letters.

BROWN'S

Perfect Self-Indexing and Self-Binding

LETTER AND PAPER FILE.

PATENTED OCT 30, 1877.

The only *Perfect* Letter File ever invented. It is so constructed that letters and other papers may be *instantaneously indexed* and BOUND *without* the use of mucilage, paste, hooks, wires, needles, or any of the ordinary cumbersome methods. Letters are not torn or otherwise mutilated, and can be *removed* and *replaced instantly* at pleasure; they are securely enclosed in a *cleanly*, convenient form for instantaneous reference Postal cards and letters of all sizes and shapes can be filed together with *equal* facility, and in such a manner that they can be referred to, *rapidly* removed, and *replaced* without *delay, trouble* or mutilation.

Manufactured by

CULVER, PAGE, HOYNE & CO.,

MANUFACTURING STATIONERS,

Send for Price List. **118 & 120 MONROE STREET, CHICAGO.**

RAILWAY HOUSE,

PRAIRIE DU CHIEN, WIS.

FIRST-CLASS IN ALL ITS APPOINTMENTS.

All Trains stop here for Meals.

C. L. COLMAN,

LUMBER,

GENERAL OFFICE AND MILLS,

LA CROSSE, WIS.

BRANCH YARDS AT

Hokah, Rushford, Whalan, Lanesboro, Preston, Fountain, Spring Valley, Grand Meadow, Albert Lea, Alden, Wells, Minnesota Lake, Easton, Delavan, & Winnebago.

NAGAWICKA COTTAGE,

GEO. B. AUDLEY, Proprietor.

DELAFIELD, - WIS,

Fishing and Hunting Parties will find this a Convenient House to put up at.

TERMS REASONABLE.

Boats, Bait and Fishing Tackle always on hand.

Free Bus to and from the Trains

Robbins House,

LA CROSSE, WIS.

J. G. ROBBINS, PROPRIETOR.

MAURICE W. FOWLER, Clerk.

Dodge House,

TOMAH, WIS.

G. A. DRAKE, Proprietor.

Free Bus, and Good Sample Rooms up-town.

At the Junction of the C. M. & St. P. and Wis. Valley Railroads.

TERMS $2.00 PER DAY.

Chapman House,

MOUND CITY,

UPPER LAKE MINNETONKA, MINNESOTA.

This NEW HOTEL is now ready for guests. Located at one of the most picturesque points on this beautiful lake.

The new and handsome Passenger Steamer will run regularly to this house, from Wayzata and Excelsior.

Good Fishing, Good Boats, Bait and Tackle always on hand.

S. A. CHAPMAN, PROPRIETOR.

National Hotel,

MENASHA, WIS.

H. TURNER, PROPRIETOR.

Open all the year. Finest Fishing in Wisconsin. Table unexcelled. Terms reasonable.

Oakton Springs Hotel,

PEWAUKEE, WIS.

Waukesha Co.

Located 19 miles from Milwaukee, on the C. M. & St. Paul Railway, and four hours ride from Chicago.

Board by the week, $10 to $12. By the Day, $2.

The management will endeavor to keep up the reputation of its cuisine, which it has heretofore obtained, and will spare no efforts in catering to the wants and comforts of its guests. The Steamer "Lady of the Lake," will make two regular trips from the hotel daily. The celebrated Oakton Springs Water used for all culinary purposes, and on draught for the use of guests.

J. P. VEDDER, Manager.

Established 1874. Incorporated 1878.

H. C. TIFFANY & CO.

Printers, Publishers & Stationers

OFFICE STATIONERY,

NOS. 151 & 153 FIFTH AVENUE.

CHICAGO, ILL.

Catalogues and Fine Printing a Specialty

EVERY FACILITY FOR THE PRODUCTION OF

FIRST-CLASS WORK.

Estimates furnished on any class of Printing, Blanks or Books.

The press-work on the GOLDEN NORTHWEST was done by our House.

—FROM—

Chicago to Benton Harbor, Mich.

The centre of the Peach and Apple Orchards. The Popular and Fast Passenger Steamer **Messenger,** will run permanently, leaving our Dock foot of Wabash Avenue, every morning at 10 o'clock, Saturdays and Sundays excepted; on Saturdays will leave at 11:30 P. M. Returning will leave Benton Harbor every evening at 9 o'clock, Saturday excepted. This is the best five hour's trip across the lake, it gives parties from Chicago an afternoon at Benton Harbor, and after a good night's sleep, reach Chicago in the morning. Fare, berth included, $2.00 for the round trip, or $1.50 each way. *Freights as low as by any other line.*

☞Until June 1st each season, the MESSENGER will make only three trips a week. Leaving Chicago Tuesdays, Thursdays and Saturday evenings at 11:30; and Benton Harbor, Monday, Wednesday and Friday evenings at 9 o'clock.

Freight also carried by this line for Hager, Riverside, Colona, Watervliet, Hartford, Bangor, Breedsville, Grand Junction, Millburgh, Pipestone, Eau Claire, Berrien Centre, Shanghai.

We also do a general dockage and storage business at reasonable rates. The following Propellers run from our Dock: R. C. Brittain, for Saugatuck, and Douglas Trader for Pentwater; Snook for Whitehall and Montague.

GRAHAM, MORTON & CO.,

BENTON HARBOR, MICH.,

AND

48 RIVER STREET, CHICAGO, ILL.

C. A. WILLIAMS. F. H. PEASE.

$2,00, $2.50, $3.00 PER DAY.

MANSION HOUSE,

WAUKESHA, WIS.

CENTRALLY LOCATED.

WILLIAMS & PEASE, PROPRIETORS.

GRAND TRUNK
RAILWAY

The Shortest and Most Direct Route Between all Points

EAST AND WEST

MONTREAL.
QUEBEC, PORTLAND,

NEW YORK, BOSTON, KINGSTON, TORONTO, LONDON, GUELPH, SARNIA, DETROIT,

MILWAUKEE AND CHICAGO.

PASSENGERS FOR ALL POINTS IN

MICHIGAN, WISCONSIN, MINNESOTA, ILLINOIS, INDIANA, MISSOURI, KANSAS, NEBRASKA

AND THIS

PACIFIC COAST,

WILL FIND THIS THE

MOST PLEASANT AND DIRECT ROUTE.

LESS CHANGES THAN BY ANY OTHER ROUTE. BAGGAGE CHECKED THROUGH.

First-Class Refreshment Rooms,

On this ROUTE where ample time will be allowed for Meals

SMOKING CARS ATTACHED TO ALL TRAINS.

CLOSE CONNECTIONS

AT BUFFALO with Erie and New York Central Railroads for for New York, Philadelphia and Washington.

AT DETROIT with Michigan Central and Detroit and Milwaukee Railroads, and

AT CHICAGO with all railroads leaving that City.

THE

Chicago, Milwaukee and St. Paul.

RAILWAY.

Traverses a finer country, passes through more important business cities and pleasure resorts, and affords views of finer and grander scenery than any other Northwestern line; having two through lines from Chicago to St. Paul and Minneapolis.

It runs three daily express trains, in each direction, between Chicago, St. Paul and Minneapolis. Two of which are through trains, with palace coaches, sleeping cars and nicely upholstered second class cars. These trains run via Milwaukee, Oconomowoc, Watertown, Portage, Kilbourn City, Tomah, Sparta, LaCrosse, Winona, Minneiska, Wabasha, Read's Landing, Lake City, Red Wing, Hastings, St. Paul, Fort Snelling, and Minnehaha Falls—to Minneapolis.

One train with through coaches and second class cars between Milwaukee, St. Paul and Minneapolis, and sleeping cars between Chicago and McGregor.

This train passes through Milwaukee, Waukesha, Palmyra, Whitewater, Madison, Prairie du Chien, McGregor, Cresco, Austin, Ramsey, Owatonna, Faribault, Northfield, Farmington, and to St. Paul via St. Paul Junction, and Minneapols via Fort Snelling and Minnehaha Falls.

There are four express trains between Chicago and Milwaukee; two between Ashland, Stevens Point, Menasha and Green Bay, Oshkosh, Ripon, Berlin, and Winneconne—Beaver Dam, Fox Lake, Horicon; two between Milwaukee and Prairie du Chien; two between Milwaukee and Janesville; one between Milwaukee and Monroe; and three between Milwaukee and Madison.

Above trains daily each way (except Sundays).

The through line between Chicago and St. Paul is of *BEST STEEL RAIL* and all trains are furnished with Westinghouse Improved Automatic Air Brake, Millers' Platform and Coupler; and all other modern improvements, for safety, comfort, and luxury.

It is the only Northwestern Line connecting in same depot in Chicago with any Eastern or Southern Line: and its depot there is the most conveniently located with reference to the hotels and business portions of the city, and such is the case, at Milwauke, St. Paul and Minneapolis.

BOSTON OFFICE—228 Washington street. E. L. Hill, Agent.

NEW YORK OFFICE—363 Broadway. I. A. Smith, General Eastern Agent.

CHICAGO—Passenger Depot, corner Canal and West Madison Streets; Freight Depots, corner Union and Carroll streets. City Offices, 61 and 63 Clark street. T. E. Chandler, Passenger Agent; C. R. Capron, Freight Agent.

MILWAUKEE—Depot Corner Reed and South Water street, City Office, 400 East Water, corner Wisconsin street. A. M. Ingersoll, Ticket Agent.

MINNEAPOLIS—Ticket Office at the New Passenger Depot, corner Washington and Third avenues, South, and No. 9 Nicollet House. G. L. Scott, Ticket Agent; C. H. Hatheway, Freight Agent

ST. PAUL DEPOT—Corner Jackson street and Levee. City Offices, 118 East Third st. cor. Jackson st. J. A. Chandler, General Agent; Chas. Thompson, Ticket Agent.

A. V. H. CARPENTER,

General Passenger and Ticket Agent.

HOOSAC TUNNEL ROUTE

The most prosperous and liberally managed, as well as the most picturesque and Shortest Route to Boston and all New England points.

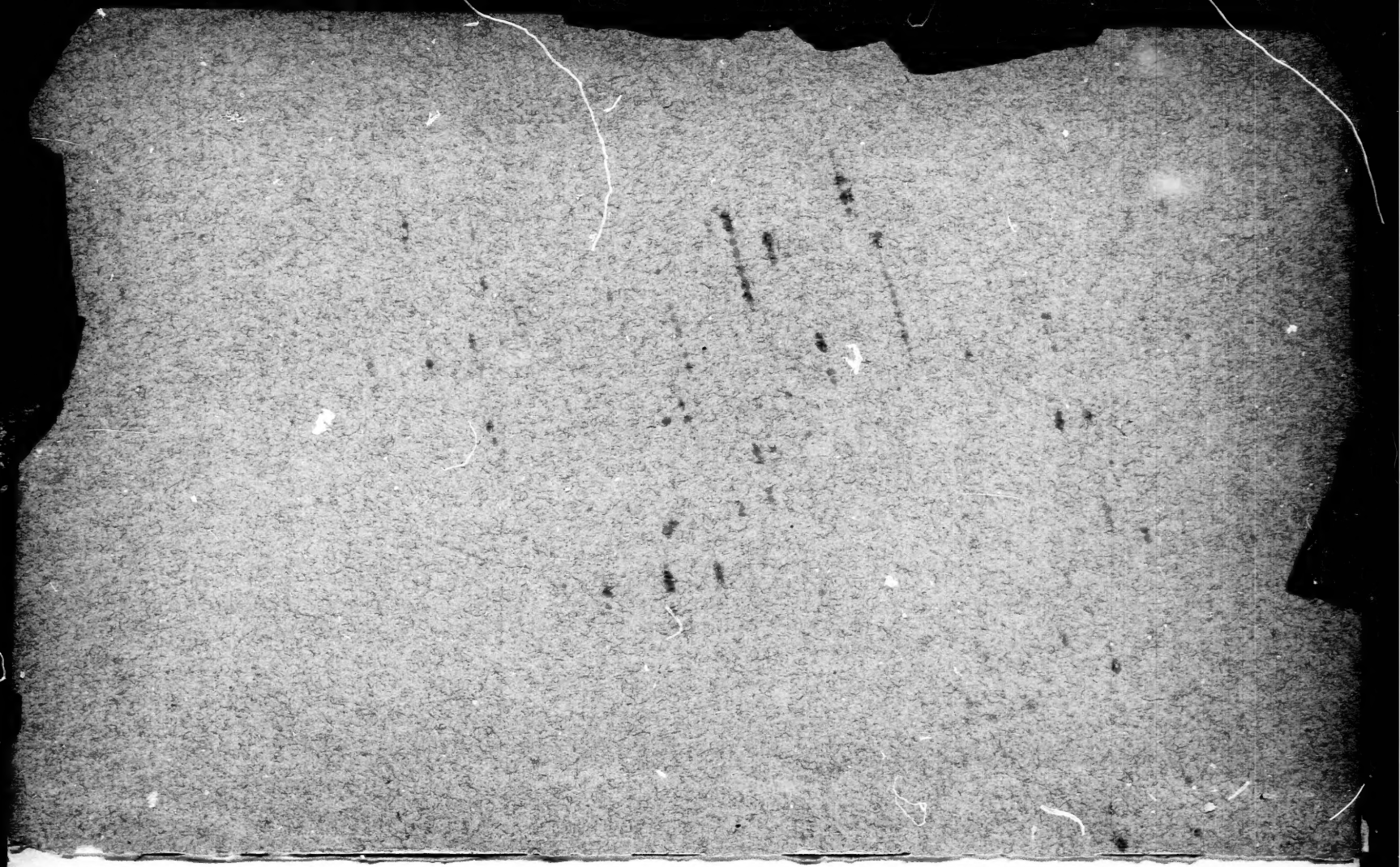
Through Sleeping Cars from Chicago, St. Louis, Detroit and Buffalo, and Through Drawing-Room Cars from Rochester and Schenectady to Boston.

B. McCHAN,

General Passenger Agent, - - - Boston.

L. B. CHURCH,

Genl Western Passenger Agent, - Chicago.



Through Sleeping Cars from Chicago, St. Louis, Detroit and Buffalo, and

FROM

CHICAGO

—TO—

MILWAUKEE,

ST. PAUL AND

MINNEAPOLIS,

THE ONLY CONTINUOUS LINE IS THE

Chicago, Milwaukee and St. Paul

RAILWAY.

THE MILWAUKEE ROUTE.